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CLASS TWO NOTAMS

Notices to Airmen

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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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INFORMATION CURRENT AS OF December 10, 1979

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

AUBURN-OPELIKA ROBERT G. PITTS ARPT: UNICOM now 123.0; rwy lights on low dusk-dawn; key freq 123.0 3 times low; 5 times med; 7 times high intst; rwy 18–36 3945 ft by 75 ft. (12/79)

DOTHAN WHEELLESS ARPT: Rwy lights oper dusk-dawn. (12/79)

EVERGREEN, MIDDLETON FLD ARPT: Rwy lights rwy 18–36 OTS thru Feb 1980. (1/80)

HUNTSVILLE-MADISON CO JETPORT-CARL T. JONES FLD: UNICOM now 122.95. (1/80)

MONTGOMERY, DANNELLY FLD ARPT: Rwy 3–21 limited to acft 12500 lbs or less. (11/79) ATIS freq 121.3 hours 0600–2300. (12/79)

MUSCLE SHOALS ARPT: UNICOM now 122.95. (1/80)

ROCKET: VOR "RQZ" unusbl 360–005 020–039; 165–200; 039–050 byd 10 NM. (12/79)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

CHANDLER MUNI ARPT: UNICOM now 123.0. (1/80)

PHOENIX: EFAS Mt. Lemmon outlet freq 122.0 cmsnd. (12/79)

FORT HUACHUCA/SIERRA VISTA LIBBY AAF/SIERRA VISTA MUNI ARPT: Thr rwy 11–29 dsplcd 1000 ft thru March 15. (12/79)

ARKANSAS

ALMYRA MUNI ARPT: UNICOM freq 122.8. (12/79)

BLYTHEVILLE MUNI ARPT: Rwy 18–36 now 5001 ft by 100 ft. (12/79)

HOPE MUNICIPAL ARPT: Thr rwy 4 dsplcd 1200 ft; thr rwy 10 dsplcd 1090 ft; thr rwy 28 unmarked. (12/79)

MORRILTON, PETIT JEAN PARK ARPT: Rwy lights key freq 122.8 3 times in 5 sec. (12/79)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

CHINO ARPT: Thr rwy 3 dsplcd 250 ft. (12/79)

FRESNO-CHANDLER DOWNTOWN ARPT: Thr rwy 30L dsplcd 536 ft. (1/80)

FRESNO-CHANDLER DOWNTOWN ARPT: Thr rwy 30L dsplcd 536 ft. (1/80)

LINCOLN MUNI ARPT: For rwy lights key freq 122.8 5 times in 5 sec. (12/79)

ONTARIO INTL ARPT: Rwy 3–21 clsd. (12/79)

OROVILLE MUNI ARPT: Rwy 1–19 5960 ft by 150 ft; rwy 12–30 4845 ft by 150 ft; thr rwy 12 dsplcd 460 ft; thr rwy 30 dsplcd 220 ft.; thr rwy 19 dsplcd 556 ft.

QUINCY, GANSNER FLD ARPT: MIRL rwy 6–24. (12/79)

SACRAMENTO EXECUTIVE ARPT: Rwy 16 clsd to tkofs of turbo-jet acft. (12/79)

SAN DIEGO INTL-LINDBERGH FLD: Dep 125.3 on V23 and 124.35 E bound; 128.0 W bound. (12/79)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

SANTA CRUZ, SKYPARK ARPT: LIRL rwy 13–31 thr dsplcd 200 ft. (12/79)

SISKIYOU COUNTY: VOR "SIY" unusbl 054–069 byd 17 NM below 14000; 084–099 byd 17 NM below 14000; 245–295 byd 15 NM below 13000 and 306–321 byd 4 NM all alt. (1/80)

TULARE MUNI ARPT: Rwy 13–31 3310 ft by 75 ft.

COLORADO

GRAND JUNCTION, WALKER FLD ARPT: Rwy 11–29 clsd 2215–0630 Tue thru Fri; 2215–0545 Sat. (12/79)

PUEBLO MEMORIAL ARPT: ILS LOC/GS rwy 8L OTS thru Feb 28. (12/79)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt.

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 130 ft AGL crane 1 1/4 NM SE AER 33 days. Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78) Lgtd 249 ft AGL crane 260 ft W of arpt with red flags. (10/79) Rwy 18 MALS. (12/79)

FLORIDA

SAINT AUGUSTINE: VOR "SGJ" unusbl 200–240 byd 10 NM. (11/79)

TALLAHASSEE MUNI ARPT: RAIL rwy 18 OTS. (9/77)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78)

GEORGIA

ATHENS MUNI ARPT: UNICOM now 122.95. (12/79)

BAXLEY MUNI ARPT: VASI rwy 25 OTS. (6/76)

BRUNSWICK, MALCOLM MCKINNON ARPT: Rwy lights rwy 15–33 OTS. (5/78)

CLAYTON: VOR "LYN" located 1489 ft W of rwy 9L-27R on cntrln extended. (1/80)

COLUMBUS METROPOLITAN ARPT: UNICOM 122.95. (1/80)

REIDSVILLE ARPT: VASI rwy 11/rwy 29 OTS. (10/77)

ROME, RICHARD B. RUSSELL ARPT: Rwy 7–25 CLSD. (10/79)

IDAHO

NO NOTICES THIS ISSUE

ILLINOIS

CANTON: NDB "CTK" OTS thru March 1, 1980. (1/80)

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)

CRYSTAL LAKE ARPT: Rwy 18 /36 2900 ft by 150 ft. (12/79)

DEKALB MUNI ARPT: UNICOM now 122.7. (12/79)

GALESBURG: VOR "GBG" OTS thru Jan 24 1980. (12/79)

GRAYSLAKE, CAMPBELL ARPT: Rwy 6–24 3550 ft by 40 ft; rwy 9–27 3250 ft by 40 ft.

LINCOLN, LOGAN COUNTY ARPT: For rwy lights key freq 122.8 3 times low; 5 times med & 7 times high intst. Rwy 3–21 HIRL; rwy 14–32 2930 ft by 240 ft. (12/79)

LITCHFIELD MUNI ARPT: Rwy 9–27 3895 ft by 75 ft; rwy 18–36 1608 ft by 170 ft. (12/79)

MANITO, WADDELL ARPT: Rwy 3–21 2904 ft by 40 ft; thr rwy 3 dsplcd 175 ft; rwy 18–36 2188 ft by 40 ft. (1/80)

MARION WILLIAMSON COUNTY ARPT: ILS GS rwy 20 unusbl below 667 ft. (8/79)

MT CARMEL MUNI ARPT: Rwy 4–22 now 4000 ft by 100 ft. (8/79)

ROBINSON MUNI ARPT: Rwy 17–35 3387 ft by 75 ft; rwy 9–27 5103 ft by 75 ft MIRL. (1/80)

SPARTA COMMUNITY-HUNTER FLD ARPT: Rwy 9–27 2451 ft by 135 ft. (1/80)

SPRINGFIELD, CAPITAL ARPT: MALSR rwy 22, thr rwy 22 displacement removed. (12/79)

INDIANA

BEDFORD, VIRGIL I. GRISSOM MUNI ARPT: Rwy lights on low dusk-dawn; key freq 122.8 5 times for med & 7 times high intst. & REIL. (12/79)

FERDINAND: NDB "FNZ" OTS thru Jan 23, 1980. (12/79)

SOUTH BEND, MICHIANA REGIONAL ARPT: Rwy 12–30 3322 ft by 100 ft. (12/79) Rwy 9–27 7099 ft by 150 ft. (1/80)

VALPARAISO PORTER COUNTY MUNI ARPT: MALS rwy 27 key freq 122.8 3 times low; 5 times med; 7 times high intst. (12/79)

IOWA

ATLANTIC: NDB "AIO" unmon. (10/79)

CEDAR RAPIDS MUNI ARPT: ATIS freq 124.15. (12/79)

DAVENPORT MUNI ATCT: Tower clsd thru Apr 30, 1980. (1/80)

DECORAH MUNI ARPT: To activate VASI key freq 122.8. (11/79)

MARSHALLTOWN MUNI ARPT: Thr rwy 12 dsplcd 200 ft thru May 1980. (1/80)

SHENANDOAH MUNI ARPT: Arpt clsd acft over 12500 lbs. (4/79)

SIOUX CITY MUNI ARPT: NE 1000 ft rwy 4–22 clsd acft 12500 lbs and over. (4/79)

KANSAS

MANHATTAN MUNI ARPT: Rwy 3–21 clsd acft above 110000 lbs excp PPR to 190000 lbs; rwy 13–31 clsd acft above 55000 lbs. (12/79)

MC DOWELL CREEK: NDB "MQD" now montrd 24 hours. (12/79)

MOLINE, ELK COUNTY ARPT: Rwy lights rwy 18–36 OTS. (9/79)

KENTUCKY

FORT KNOX: VOR "FTK" OTS thru Jan 15.

LEXINGTON, BLUE GRASS ARPT: Const on or adjacent to rwys and twys. Rwy 4–22 clsd 0015–0700. Rwy 8–26 (3500 ft) avbl when rwy 4–22 clsd excp when work affects their intersection. Daily NOTAMs will be issued concerning rwy availability. (9/78)

MURRAY-CALLOWAY COUNTY ARPT: Thr rwy 23 dsplcd 400 ft. (11/78)

LOUISIANA

BATON ROUGE, RYAN ARPT: ALS rwy 13 step 3 OTS. (11/78)

LAFAYETTE REGIONAL ARPT: Thr rwy 28 dsplcd 200 ft. (1/80)

RUSTON: VOR "RSN" unusbl 212–270; 010–023 10 to 15 NM; 275–325 11 to 30 NM. (12/79)

MAINE

AUBURN-LEWISTON MUNI ARPT: For rwy lights rwy 17–35 key freq 122.8 7 times high; 5 times med or 3 times low intst; rwy 17–35 2800 ft by 75 ft. (1/80)

MILLINOCKET MUNI ARPT: For MALSF rwy 29 key freq 122.8 5 times in 5 sec. (12/79)

MARYLAND

SALISBURY-WICOMICO COUNTY ARPT: Rwy 9–27 permly clsd. (12/79)

WESTMINSTER, CLEARVIEW AIRPARK ARPT: Rwy lights key freq 122.8 5 times. (12/79)

MASSACHUSETTS

BOSTON SPECIAL NOTICE: Low alt airway structure in proximity of Boston, Ma. is aligned to provide expeditious bypass routes for tfc overflying Boston. To avoid concentration of high performance dep/arr aircraft between hours 0800–2100L, pilots file airways beyond 40 NM from Boston VORTAC. A/C requesting IFR at and below 14,000 ft MSL within 40 NM of Boston can expect bypass routings to be assigned between hours 0800–2100L. Exception: Tfc operating between Maine and Cape Cod may use the HYA 353R TONNI V139 ENE and vice-versa.

FALL RIVER: NDB "FLR" unusbl 085–115 byd 18 NM. (11/79) Thr lights rwy 24 OTS. (1/80)

NORWOOD MEMORIAL ARPT: Rwy lights 2300–0700 key freq 126.9 5 times in 5 sec. (12/79)

PALMER: NDB "PMX" OTS. (5/79)

ROME: RCAG freq 127.8 now 126.55. (1/80)

MICHIGAN

ALPENA, PHELPS COLLINS ATCT: ATCT clsd thr Apr 1980. (1/80)

BALDWIN MUNI ARPT: Rwy lights OTS. (6/78)

CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)

CARO MUNI ARPT: Rwy 12–30 2250 ft by 100 ft. Dsplcd thr rwy 30 removed. (11/79)

DETROIT METROPOLITAN WAYNE COUNTY ARPT: ATCT freq 121.1 now 118.4.

FLINT, BISHOP ARPT: Rwy 5–23 4940 ft by 150 ft; rwy 5–23 lighted SW 4549 ft. (1/80)

GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18–36 clsd. (11/78)

GRAND LEDGE, ABRAMS MUNI ARPT: Rwy lights operate dusk-2400; for rwy lights after 2400 key freq 122.8 3 times; UNICOM 122.8; thr rwy 18 dsplcd 380 ft. (12/79)

GRAND RAPIDS, KENT COUNTY INTL ARPT: MALSR rwy 26L. (12/79) Rwy 8R-26L now 10000 ft by 150 ft; thr rwy 26L no longer dsplcd. (12/79)

LINDEN, PRICES ARPT: Rwy lights after 2400 key freq 123.0 5 times. (1/80)

MARLETTE ARPT: For rwy lights on low dusk-2400; after 2400 key freq 122.8 3 times low; 5 times med & VASI & 7 times high intst VASI & REIL. Rwy 1–19 MIRL. (12/79)

MARQUETTE COUNTY ARPT: Rwy 1–19 clsd thru May 1. (1/80)

OWOSSO CITY ARPT: Rwy 6–24 clsd until May 15. (12/79)

REED CITY: VOR "RCT" OTS until dcmsnd. (11/79)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

TRAVERSE CITY, CHERRY CAPITOL ARPT: Rwy 5–23 wt brg cpty S –30000, D –50000, DT –110000 lbs; rwy 10–28 S –90000, D –180000, DT –240000 lbs; (11/79)

MINNESOTA

AUSTIN MUNI ARPT: For rwy lights key freq 122.8 3 times low; 5 times med; 7 times high intst. (12/79)

DULUTH INTL ARPT: PAR 09–1615 Mon-Sat; 09–2200 Tues-Fri. (12/79)

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS, FLYING CLOUD ARPT: Rwy 9R-27L 3900 ft by 75 ft; thr rwy 27L dsplcd 200 ft. (1/80)

WORTHINGTON MUNI ARPT: Rwy lights rwy 17–35 OTS. Rwy 17–35 CLSD. (9/79)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 and S 600 ft rwy 4–22 OTS. (7/79)

FERNWOOD: NDB "MC" & LOM rwy 15 montrd. (12/79)

GULFPORT-BILOXI REGIONAL ARPT: Rwy 4–22 clsd thru Apr 1980 to acft over 12500 lbs. (2/79)

HUB CITY: NDB "HHB" OTS thru Jan 15 1980. (10/79)

JACKSON, HAWKINS FLD ARPT: Rwy 11–29 4822 ft by 150 ft. (12/79)

WEST POINT MCCHAREN FLD ARPT: MIRL rwy 18–36. (12/79)

YAZOO CITY, BARRIER FLD ARPT: UNICOM freq 122.8; rwy 17–35 3660 ft by 75 ft; thr rwy 17 dsplcd 360 ft; thr rwy 35 dsplcd 390 ft. (12/79)

MISSOURI

JOPLIN MUNI ARPT: Thr rwy 35 dsplcd 165 ft. (1/80)

KANSAS CITY INTL ARPT: ILS rwy 19 GS unusbl below 1430 ft thru March 31 1980. (1/80) UNCIOM freq 122.95.

ST JOSEPH, ROSECRANS MEML ARPT: For rwy lights rwy 13–31 and 17–35 when ATCT clsd key freq 126.9 for med intst. For rwy 35 to activate SALS when ATCT clsd key freq 126.9 3 times in 5 sec low; 5 times in 5 sec med; or 7 times in 5 sec high intst. (12/79)

ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17–35 OTS. Steeple NDB "ST" unmon. (10/79)

SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

CONRAD ARPT: Rwy 5–23 4600 ft by 75 ft. (12/79)

LEWISTOWN MUNI ARPT: Thr rwy 25 dsplcd 2100 ft. (6/78)

SIDNEY-RICHLAND MUNI ARPT: Rwy 10 clsd lndg; rwy 28 clsd tkof. (11/78)

WEST YELLOWSTONE, YELLOWSTONE ARPT: Arpt clsd Oct thru May. (11/79)

NEBRASKA

SCOTTSBLUFF, SCOTTS BLUFF COUNTY ARPT: Rwy 12–30 grooved full length and width. (1/80)

NEVADA

HAWTHORNE MUNI ARPT: SE 1200 ft rwy 5–23 clsd. (3/79)

JACKPOT: RCO freq 122.5. (12/79)

NEW HAMPSHIRE

CONCORD MUNI ARPT: Thr rwy 17 dsplcd 652 ft. (1/80)

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80)

NASHUA, BOIRE FLD ARPT: UNICOM now 122.7. (12/79)

WHITEFIELD REGIONAL ARPT: Arpt clsd FAR 121 ACR. (1/80)

WOLFEBORO, LAKES REGION ARPT: Rwy lights OTS.

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd. (9/78) clsd. (9/78)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79) Rwy lights rwy 4–22 key freq 126.5 5 times in 5 sec med; 7 times in 7 sec high intst. (12/79)

LINDEN ARPT: Rwy 18–36 clsd. (9/78)

MANVILLE, KUPPER ARPT: For rwy lights after 2230 key freq 122.7 for 5 sec lights stay on 15 mins. (1/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

ALBUQUERQUE: EFAS Clines Corners outlet freq 122.0 cmsnd. (12/79)

ALBUQUERQUE INTL ARPT: Rwy 8–26 HIRL. (1/80)

RATON, CREWS FLD ARPT: Arpt clsd nights. (12/79)

SILVER CITY & GRANT CO ARPT: For MALS rwy 26 key freq 122.8 7 times in 5 sec high; 5 times for med or 3 times for low intst. (12/79)

SKI: NDB "SKX" OTS thru Jan 30 1980. (11/79)

NEW YORK

ELMIRA, CHEMUNG COUNTY ARPT: Rwy 6–24 grooved. (11/79)

JOHN F. KENNEDY INTL ARPT: Rwy 14–32 2560 ft by 75 ft. (12/79)

MASSENA, RICHARDS FLD ARPT: VASI rwy 23 and rwy 27 OTS. (11/79)

NEWBURGH, STEWART ARPT: Rwy 9–27 clsd thru May 31. (10/79) ILS OTS thru May 31. (10/79)

NIAGARA FALLS INTL ARPT: Rwy 14–32 clsd nights. (6/79)

RIVERHEAD: VORTAC now Calverton ident "CCC". (12/79)

ROCHESTER-MONROE COUNTY ARPT: RCLS rwy 4–22 OTS. (12/77)

SARANAC LAKE, ADIRONDACK ARPT: Rwy 5–23 grooved. (11/79)

SKANEATELES, EMPIRE AERO-SERVICES ARPT: Arpt closed. (12/77)

WALLKILL KOBELT ARPT: Rwy lights east side rwy 3–21 OTS, loose gravel on rwy. (6/78)

NORTH CAROLINA

CLINTON SAMPSON COUNTY ARPT: Rwy lights OTS. (10/79)

FAYETTEVILLE MUNI/GRANNIS FLD ATCT: ATIS freq 121.25. (1/80)

JACKSONVILLE-ALBERT J. ELLIS ARPT: REILS rwy 23 OTS. (12/78)

KINSTON, EASTERN REGIONAL JETPORT AT STALLINGS: Rwy 9–27 1600 ft by 150 ft. (11/79)

MT OLIVE MUNI ARPT; VASI rwy 22 OTS. (11/78)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

GRAND FOLKS: VOR "GFK" unusbl 095–105 byd 25 NM below 3000. (1/80)

RUGBY: NDB "RUG" OTS Apr 30 1980. (1/80)

OHIO

AKRON FULTON MUNI ARPT: Rwy 18–36 now 1–19 2333 ft by 100 ft. (12/79)

BATAVIA, CLERMONT COUNTY ARPT: UNICOM now 122.7. (1/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

ELYRIA ARPT: Rwy 9–27 now LIRL; MULTICOM freq 122.9. (1/80)

FINDLAY ARPT: RAIL rwy 7 and rwy 36. (1/80)

PORT CLINTON: NDB "PCW" RTS> (1/80)

UPPER SANDUSKY, WYANDOT COUNTY ARPT: Rwy lights key freq 123.05 5 times. (12/79)

WAPAKONETA, NEIL ARMSTRONG ARPT: Rwy 8–26 5000 ft by 75 ft. (12/79)

OKLAHOMA

BOISE CITY ARPT: Rwy 16–34 2100 ft by 50 ft. (11/79)

CLINTON-SHERMAN ARPT: ILS LOC BC rwy 35L unusbl thru Feb 28 1980. (12/79)

TULSA INTL ARPT: Rwy 8–26 plastic grooved excp W 325' and last 200' rwy 26 asph. (11/79)

OREGON

JOHN DAY STATE ARPT: Rwy 9–27 1740 ft by 30 ft. (12/79)

LA GRANDE: NDB "LGD" operates 0800–1700 Oct-Mar; 0800–1800 Apr-Sep. (12/79)

NEWPORT: VOR unusbl 340–005 byd 27 NM below 5000 ft; 005–045 byd 35 NM below 6000 ft; 055–110 byd 32 NM below 7000 ft. 110–130 byd 20 NM below 8000; 130–160 byd 20 NM below 5000 ft.

NORTH BEND MUNI ARPT: UNICOM freq 123.0 now 122.8. (12/79)

PENDLETON MUNI ARPT: Rwy lights rwy 11–29 OTS. (4/79) (9/79)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt closed nights; rwy lights OTS. (1/80)

ALLENTOWN-BETHLEHEM-EASTON ARPT: MALSR rwy 13 OTS until Jan 15, 1980. (12/79)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

ERIE INTL ARPT: ALS rwy 24 OTS. (11/79) Thr rwy 24 dsplcd 500 ft. (12/79)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

PITTSBURGH, GREATER PITTSBURGH INTL ARPT: TDZL rwy 28C and RCLS 10C/28C OTS. (10/79)

QUAKERTOWN ARPT: Arpt clsd nights; rwy lights rwy 11–29 OTS thru Apr 1980. (12/79)

SCRANTON MUNI ARPT: Arpt clsd. (3/78)

STERLING, SPRING HILL AIRPARK: Arpt clsd tsnt acft. (5/78)

WILLIAMSPORT-LYCOMING COUNTY ARPT: Rwy 12–30 clsd FAR 121 opns. (12/79)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

NO NOTICES THIS ISSUE

SOUTH DAKOTA

MITCHELL: VOR "MHE" RTS. (1/80)

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

CHATTANOOGA, LOVELL FLD ARPT: Rwy 14–32 3800 ft by 150 ft. Thr rwy 32 displacement removed. (1/80)

DYERSBURG MUNI ARPT: Arpt clsd acft over 55000 GWT. (12/79)

KNOXVILLE DOWNTOWN ISLAND ARPT: Rwy lights rwy 8–26 for REIL & VASI 2200–0800 key freq 126.6 5 times. (12/79)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

MEMPHIS INTL ARPT: Rwy 3 clsd excp single engine reciprocating. Rwy 14–32 3750 ft by 150 ft. Thr rwy 14 dsplcd 928 ft. Thr rwy 3 dsplcd 689 ft. (11/79)

PARIS, HENRY COUNTY ARPT: Unlgtd 712 ft twr 55 NM E. (8/79)

PULASKI, ABERNATHY FIELD: VASI rwy 15 OTS. (10/77)

UNION CITY, EVERETT-STEWART ARPT: Rwy 18–36 clsd single wheel 15000/over & Dual wheel 23000/over. (12/79)

TEXAS

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd to lndg. (11/79)

BROWNWOOD MUNI ARPT: For MALS rwy 17 key freq 122.8 7 times high; 5 times for med; 3 times low intst. (11/79) RCO freq 122.5. (12/79)

DALLAS, REDBIRD ARPT: ODALS rwy 31 non-std. (11/79)

FALFURRIAS, BROOKS COUNTY ARPT: Rwy 17–35 5000 ft by 75 ft LIRL. (1/80)

FORT STOCKTON: RCAG freq 135.0. (11/79)

GRAND PRAIRIE MUNI ARPT: N 400 ft rwy 17–35 clsd. (10/79)

HOUSTON, HULL FLD ARPT: Rwy 17 for REILS key freq 122.85 5 times. (12/79)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

HUNTSVILLE MUNI ARPT: N 400 ft rwy 18–36 clsd. (8/78) Thr rwy 36 dsplcd 600 ft. (7/79)

LAREDO INTL ARPT: Rwy lights oper dusk-dawn. (12/79)

LUBBOCK INT'L ARPT: Rwy 8–26 LGTS OTS excp Step High. (9/79)

PORT O'CONNOR ARPT: Arpt clsd. (7/78)

SAN ANTONIO INTL ARPT: ILS MM rwy 12R unmon. (8/79) Thr lights rwy 3L OTS.

SAN ANTONIO, STINSON MUNI ARPT: Rwy 9–27 MIRL; thr rwy 27 dsplcd 270 ft. (12/79)

TYLER, POUNDS FLD ARPT: Rwy 4–22 MIRL. (12/79)

UTAH

MOAB, CANYONLANDS FLD ARPT: To activate rwy lights key freq 122.8 5 times in 5 secs, lights remain on 15 min. (1/80)

VERNAL ARPT: For rwy lights on rwy 7–25 key freq 122.8 3 times low; 5 times med; 7 times high intst lights stay on 15 mins. (1/80)

VERMONT

BURLINGTON INTL ARPT: RVV rwy 15 and 33 OTS. (1/80)

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)

DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)

FRANKLIN MUNI-JOHN BEVERLY ROSE ARPT: Rwy 9–27 5175 ft by 150 ft. Thr rwy 9 dsplcd 100 ft; rwy 27 LDIN lights key freq 122.8 5 times; 7 times off. (12/79)

HOPEWELL ARPT: Rwy lights rwy 15–33 and VASI rwy 8 and rwy 26 OTS. Rwy 8–26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78)

LAWRENCEVILLE/BRUNSWICK MUNI ARPT: Thr rwy 18 dsplcd 490 ft. (12/78)

LONESOME PINE ARPT: For RAILS rwy 24 key freq 122.8 5 times for low and 7 times for high intst. (1/80)

MANASSAS MUNI/HARRY P. DAVIS ARPT: UNICOM freq 122.8 now 122.7. (12/79)

STAUNTON_WAYNESB-HARRISONB-SHENANDOAH VALLEY ARPT: UNICOM freq 123.0. (1/80)

WEST POINT MUNI ARPT: MIRL rwy 9–27. (11/79)

WASHINGTON

CRESCENT BEACH: NDB "CBW" unusbl 130–230 byd 5 NM; NDB unusbl byd 15 NM. (1/80)

EVERETT, SNOHOMISH COUNTY PAINE FLD ARPT: Rwy 3–21 3726 ft by 150 ft. (1/80)

NOLLA: NDB "BF" unusbl byd 40 NM. (1/80)

RICHLAND: ILS rwy 18 cmsnd. (12/79) Rwy 19 MALS. (1/80) Key freq 122.8 3 times in 5 sec low; 5 times in 5 sec med; 7 times in 5 sec high intst. (1/80)

SEATTLE, BOEING FLD/KING COUNTY INTL ARPT: NDB rwy 13R unusbl byd 40 NM. (1/80)

WALLA WALLA CITY COUNTY ARPT: Rwy 2–20 7188 ft by 150 ft. (1/80)

WEST VIRGINIA

MARTINSBURG, EASTERN WEST VIRGINIA REGIONAL ARPT: Rwy 17–35 clsd acft over 12500 lbs excp PPR. (9/78)

WHEELING OHIO CO ARPT: Arpt clsd ACR excp 48 hour PPR. (8/78)

WISCONSIN

MADISON, MOREY ARPT: Rwy 9–27 2560 ft by 198 ft; thr rwy 31 dsplcd 196 ft. (12/79)

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)

MEDFORD, TAYLOR COUNTY ARPT: Rwy 7–25 1920 ft by 60 ft. (12/79)

OCONTO MUNI ARPT: Rwy 4–22 1705 ft by 150 ft; rwy 11–29 2960 ft by 75 ft. (12/79)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)

SHEBOYGAN COUNTY MEMORIAL ARPT: For rwy lights & VASI key freq 122.8 3 times low; 5 times med; 7 times high intst; rwy 13–31 3595 ft by 75 ft. (12/79)

STEVENS POINT MUNI ARPT: Rwy 12–30 3634 ft by 150 ft. Thr rwy 12 no longer dsplcd. (12/79)

STURGEON BAY, DOOR COUNTY CHERRYLAND ARPT: Rwy 9–27 2650 ft by 275 ft. (12/79)

WAUPUN ARPT: Rwy 18–36 clsd. (3/76)

WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

JACKSON HOLE ARPT: Rwy lights key freq 122.8 3 times low; 5 times med ; 7 times high in 5 secs; lights remain on 15 min; REIL rwy 18 key freq 122.8 5 or 7 times. (12/79)

RAWLINS MUNI ARPT: Rwy 4–22 7000 ft by 100 ft. (12/79)

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N14759	BL-30	Cream/Gld
N18356	Beech BE-36 B	Wht/Red
N1839E	Aeronca 7AC	---
N2078J	Cessna T 188C	Wht/Brw/Blk
N2126S	Cessna T-210L	Grn/Brw
N216VS	Beech BE-65 Q	---
N21698	PA-28	Blue
N36280	Piper PA-28–16	Wht/Yel/Gld
N39542	Burbo Piper La	Wht/Org
N4378A	Piper Super Cu	Red/Wht
N5219Y	Piper Aztec	Tan/Org
N5717Y	Piper Aztec	Orange
N611JD	C337 Skymaster	Wht/Brw
N6565S	C150	Red
N6617N	C-210	Brn/Tan
N732DA	C-210	Wht/Red/Blu
N758AE	C-172K	Tan/Wht
N7618N	C-210	Wht/Red
N9DW	Beech V35B	Wht/Brw
N9028Y	Piper Navajo P	Wht/Org
N9661R	Beech D-50 Tw	
N9711	Beech Twin	Wht/Grn
N9955M	C-206	Blu/Wht

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		***INDEX***
AK	Bob Baker Meml	A
AK	Shungnak	A
AK	Point Hope	A
AK	Cape Sarichef	A
AK	Gustavus	A
LZ	Prescott Muni	A
CA	San Diego, Brw Fld	A
CA	Lake Tahoe	B
CA	Long Beach/ Daugherty Fld	C
CA	Stockton Metro	B
CA	Brw Fld Muni	A
CA	Inyoker-Kern County	A
KS	Manhattan Muni	B
LA	Monroe Reg.	C
MT	Dawson	L
NE	Eppley Airfield	C
TX	Gregg County	A
TX	Wm. P. Hobby	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 9/2171 DECEMBER 27, 1979

EAST CENTRAL

ILLINOIS

FDC 9/1475 FI/T (3HA) LANSING MUNI CHICAGO IL. VOR-A AMDT 3 TAKEOFF MINIMUMS RWYS 9 18 27 AND 36 200FT CEILING AND 1 MILE VIS.

FDC 9/1582 FI/T (DNV) VERMILLION COUNTY, DANVILLE, IL. LOC RWY 21 ORIG ALTERNATE MINS NA.

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

FDC 9/1798 FI/T (UGN) WAUKEGAN MEMORIAL WAUKEGAN IL. NDB RWY 23 AMDT 3 LOC RWY 23 AMDT 3 CHANGE PROC DATA NOTES TO READ 3-STEP HIRL/REIL RWY 5–23 AND MIRL RWY 14–32 ON 123.0. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 123.0 WHEN NOT AVAILABLE USE CHICAGO OHARE ALTIMETER SETTING AND INCREASE ALL MDA 100 FT.

FDC 9/1799 FI/T (SPI) CAPITAL, SPRINGFIELD IL. NDB RWY 4 AMDT 14 SI MDA 1100 FT/HAT 508 FT ALL CATS VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CATS A, B AND C MDA 1100 FT HAA 503 FT CAT D MDA 1180 FT/HAA 583 FT. RNAV RWY 4 AMDT 3 SI MDA 1060 FT/HAT 468 FT ALL CATS VIS CAT C RVR 4000. CIRCLING CAT A MDA 1060 FT/HAA 463 FT. PROC DATA NOTE CHANGE TO READ; HORIZONTAL DIST MDA TO MAP ON GS 1.35 NM. RADAR-1 AMDT 2 ASR SI RWY 4 MIN ALT AT 2 MI RADAR FIX 1060 FT.

FDC 9/2056 FI/P (I02) MT CARMEL MUNI MT CARMEL IL. VOR RWY 22 AMDT 3 CORRECT US GOVT CHART AL-6159 BY CHANGING NAMES NEW HEBRON INT. TO HEBRE INT, CARLISLE INT TO LISLE INT. AND DECKER INT. TO DECAY INT.

FDC 9/2058 FI/P (DNV) VERMILION COUNTY, DANVILLE IL. LOC RWY 21 ORIG CORRECT US GOVT CHART AL-5117 BY CHANGING NAME LAFAYETTE VORTAC TO BOILER VORTAC AND THE IDENT LAF TO BVT.

FDC 9/2072 FI/T (CPS) BI-STATE PARKS, EAST ST LOUIS, IL. ILS RWY 30 ORIG MIN ALT ACORE INT/OM 2000 FT. MIN GS INTERCEPT ALT 2000 FT. GS ALT AT ACORE INT/OM 1997 FT MM 653 FT. GS ANGLE 2.85 DEG. TCH 41 FT. NDB RWY 30 AMDT 11 MIN ALT OCCAM INT 2000 FT.

FDC 9/2110 FI/T (GBG) GALESBURG MUNI GALESBURG IL. ILS RWY 2 AMDT 1. ALL TERMINAL ROUTES AND PROC TURN NA. RADAR REQUIRED. MISSED APCH CLIMB TO 1200 FT. THEN CLIMBING RIGHT TURN TO 2600 FT. VIA BRL R-061 TO VICKS INT AND HOLD NW RIGHT TURNS 131 DEG INBOUND.

INDIANA

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1835 FI/T (MIE) DELAWARE COUNTY JOHNSON FIELD MUNCIE IN ILS RWY 32 ORIG SI ILS VIS CAT A, B, C AND D 3/4 MI SI LOC VIS CAT A, B AND C 3/4 MI. NDB RWY 32 AMDT 3 SI VIS CAT A, B AND C 1 MI. VOR RWY 32 AMDT 8 VOR BASIC MINS SI CAT A AND B 3/4 MI, VOR/NDB MINIMA SI VIS CAT A, B AND C 3/4 MI. TAKEOFF MINS RWY 32 STANDARD /FAR 135/.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

FDC 9/1989 FI/T (VPZ) PORTER COUNTY MUNI VALPARAISO IN. LOC RWY 27 AMDT 2 SI RWY 27 VIS CAT A B C 3/4 MILE CAT D 1 1/4 MI. PROC DATA NOTES ADD 3-STEP MALS RWY 27–122.8. NDB RWY 27 AMDT 2 SI RWY 27 VIS CAT A B 3/4 MI CAT C 1 1/4 MI CAT D 1 1/2 MI PROC DATA NOTES ADD. INOP TABLE DOES NOT APPLY TO SI CAT C. 3-STEP MALS RWY 27–122.8.

FDC 9/2073 FI/P (BMG) MONROE COUNTY, BLOOMINGTON, IN. VOR RWY 6 AMDT 12 MIN ALT BMG R-235/4 DME 1600 FT/FROM 10 DME/. VOR RWY 17 AMDT 7 CHG MIN ALT BMG R-345/4 DME 1600 FT/FROM 10 DME/. THIS IS VOR RWY 6 AMDT 13 AND VOR RWY 17 AMDT 8.

MICHIGAN

FDC 9/1439 FI/T (77D) ROBEN-HOOD BIG RAPIDS, MI. VOR-A AMDT 2 DME REQUIRED.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1864 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 3 DUAL VOR/ RADAR MINIMA NA.

FDC 9/1868 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI ILS RWY 27 AMDT 4. NDB RWY 27 AMDT 5. NDB RWY 3L AMDT 5. NDB RWY 21R AMDT 7. RADAR-1 AMDT 12. ASR RWYS 3L 21R 27 MISSED APCH PROC IS CLIMB ON RWY HEADING TO 3000 FT.

FDC 9/1881 FI/T DME REQUIRED FOR THE FOLLOWING PROCS. (86G) LADA PETERSBURG MI VOR-A AMDT 1. (0G9) SALEM SALEM MI VOR-A AMDT 2. (1G2) NATIONAL WESTLAND MI VOR-A AMDT 4. (1D2) METTETAL PLYMOUTH MI VOR-A AMDT 4. (ARB) ANN ARBOR MUNI ANN ARBOR MI VOR RWY 24 AMDT 6. (2G5) GROSSE ILE MUNI DETROIT/GROSSE ILE MI VOR-A AMDT 1.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG. TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME. DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS. VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS. VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

FDC 9/1945 FI/T (MKG) MUSKEGON COUNTY, MUSKEGON MI. VOR-A (TAC) AMDT 14, VOR/DME RWY 5 AMDT 5, LOC BC RWY 14 AMDT 3, ILS RWY 32 AMDT 10, NDB RWY 32 AMDT 5, LOC RWY 23 AMDT 1 RADAR-1 AMDT 5 AND RNAV RWY 14 AMDT 4 CIRCLING MINS CAT D MDA 1220 FT/HAA 592 FT.

FDC 9/1991 FI/T (GRR) KENT COUNTY INTNL GRAND RAPIDS MI. ILS RWY 26L AMDT 13 CHG ALT TRML RTE SARAN INT TO CR LOM TO 2700 FT. CHG PROC TURN ALT AND MIN ALT AT GR LOM TO 2700 FT. DIST FAF TO MAP 5.7 MI. TO THR 5.7 MI. DIST THR FROM OM 5.7 MI. MM 0.5 MI. MINS GS INT CP ALT 2700 FT GS ALT AT GR LOM 2678 FT MM 994 FT. SI RWY 26L MDA 990 FT ALL CATS. SI LOC RWY 26L HAT 430 FT ALL CATS. SI LOC 26L CAT C VIS RVR 4000 FT. TDZE 790 FT. MISSED APCH ILS AT DH LOC 5.7 MI AFTER PASSING GR LOM. ADDITIONAL FLT DATA ADD MALSR RWY 26L. DELETE SSALSR RWY 26L. NDB RWY 26L AMDT 12 CHG ALT TRML RTE SARAN INT TO GR LOM TO 2700 FT. CHG PROC TURN ALT AND MIN ALT AT GR LOM TO 2700 FT. DIST FAF TO MAP 5.7 MI TO THR 5.7 MI. SI RWY 26L MDA 1260 FT/HAT 470 FT ALL CATS. SI RWY 26L CAT C VIS RVR 4000 FT CAT D RVR 6000 FT. TDZE 790 FT. MISSED APCH PT 5.7 MI AFTER PASSING GR LOM. RADAR-1 AMDT 3 SI RWY 26L MDA 1260 FT/HAT 470 FT ALL CATS. SI RWY 26L CAT C VIS RVR 4000 FT. CIRCLING CAT A MDA 1260 FT/ HAA 466 FT. TDZE 790 FT.

FDC 9/2003 FI/T (IWD) GOGEBIC COUNTY, IRONWOOD, MI. VOR RWY 9 AMDT 8 PROC TURN 259 DEG OUTBOUND. FAC 079 DEG. STEPDOWN FIX IS IWD R-259/4 DME. VOR/DME RWY 27 AMDT 4 PROC TURN 103 DEG OUTBOUND. FAC 283 DEG. STEPDOWN FIX IS IWD R-103/3 DME.

FDC 9/2022 FI/T (D95) DUPONT-LAPEER LAPEER MI. VOR-A AMDT 8 DELETE CAT D MINIMUMS.

FDC 9/2026 FI/T (AZO) KALAMAZOO MUNI KALAMAZOO MI. TKOF MINIMUMS RWYS 17/35 STANDARD, RWYS 5/9/23/27, 300–1; FAR 135 AUTHORITY RWY 35 RVR 2400 FT. NDB RWY 35 AMDT 12 SI RWY 35 VIS CAT A, B, C RVR 4000 FT. CAT D 6000 FT. ILS RWY 35 AMDT 14 SI ILS RWY 35 VIS CAT A,B,C,D RVR 2400 FT. SI LOC RWY 35 VIS CAT A.B.C RVR 2400 FT. CAT D RVR 4000 FT. PROC DATA NOTE CAT D SI LOC RWY 35 VIS INCREASED TO RVR 5000 FT FOR INOPERATIVE MM. VOR RWY 35 AMDT 10 SI RWY 35 VIS CAT A,B RVR 2400 FT, CAT C RVR 4000 FT, CAT D RVR 5000 FT. PROC DATA NOTE CAT D SI RWY 35 VIS INCREASED TO RVR 6000 FT FOR INOPERATIVE MALSR. RADAR-1 AMDT 3 SI RWY 35 VIS CAT A, B, C RVR 2400 FT, CAT D RVR 5000 FT. PROC DATA NOTE CAT D SI RWY 35 VIS INCREASED TO RVR 6000 FT FOR INOPERATIVE MALSR.

#FDC 9/2155 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 3L AMDT 3, NDB RWY 3L AMDT 5, RADAR-1 AMDT 12 ASR RWY 3L MISSED APCH CLIMB TO 3000 FT DIRECT DW LOM AND HOLD NE RIGHT TURNS 213 DEG INBOUND. ILS RWY 21R AMDT 14, NDB RWY 21R AMDT 7, RADAR-1 AMDT 12 ASR RWY 21R MISSED APCH CLIMB TO 3000 FT DIRECT DT LOM AND HOLD SW LEFT TURNS 033 DEG INBOUND. ILS RWY 27 AMDT 4, NDB RWY 27 AMDT 5, RADAR-1 AMDT 12 ASR RWY 27 MISSED APCH CLIMBING LEFT TURN TO 3000 FT DIRECT CRL VORTAC AND HOLD SW LEFT TURNS 055 DEG INBOUND.

OHIO

FDC 9/1515 FI/T (MNN) MARION MUNI, MARION, OH. NDB RWY 12 AMDT 5 TERM RTES FROM UPPER SANDUSKY, CRAFT AND GRINDELL INTS TO THE MNN NDB ARE UNUSABLE.

FDC 9/2049 FI/T (SGH) SPRINGFIELD MUNI, SPRINGFIELD, OH. NDB RWY 24 AMDT 10 DELETE TRML RTE MECAN INT TO CCJ NDB. VOR RWY 6 AMDT 3 AND VOR RWY 24 AMDT 3 DELETE MECAN INT TO SGH VOR.

FDC 9/2057 FI/P (4G4) YOUNGSTOWN ELSER METRO, NORTH LIMA, OH. VOR-A ORIG PROC DATA NOTES. ADD NOT AUTHORIZED FOR PRACTICE APPROACHES. THIS IS VOR-A AMDT 1.

#FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E-RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

FDC 9/2063 FI/P (SUW) RICHARD I. BONG SUPERIOR WI. NDB RWY 31 ORIG PROCEDURES CANCELLED.

FDC 9/2082 FI/P (ATW) OUTAGAMIE COUNTY, APPLETON, WI. VOR/DME RWY 3 ORIG CORRECT US GOVT CHART AL-5216 MISSED APCH POINT IS OSH R-002/15 DME.

FDC 9/2103 FI/T (RHI) RHINELANDERONEIDA COUNTY RHINELANDER WI. ILS RWY 9 ORIG. DME REQUIRED.

NORTHEAST

CONNECTICUT

FDC 9/1473 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. RADAR-1 AMDT 5. SI ASR RWY 33 MDA 520 FT ALL CATS.

FDC 9/1935 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 6 AMDT 26 PROCEDURE TURN OUTBOUND ALTITUDE 2800 FT. MIN GS INTERCEPT ALTITUDE 2300 FT. SI LOC RWY 6 MDA 820 FT HAT 647 FT ALL CATS VIS RVR 6000 FT CT C, 1 1/2 MILES CAT D. CIRCLING MDA 820 FT HAA 647 FT CATS A/B/C VIS 1 3/4 MILES CAT C, 3 MILES CAT D. ILS ALTERNATE MINS 700–2 CAT A/B/C, 900–3 CAT D. LOC ALTERNATE MINS 900–3 CAT D. NDB RWY 6 AMDT 22 PROCEDURE TURN OUTBOUND ALTITUDE 2800 FT.

DELAWARE

FDC 9/1436 FI/T (ACY) NAFEC ATLANTIC CITY ATLANTIC CITY NJ. VOR RWY 4 AMDT 11. VOR RWY 31 AMDT 11 MISSED APPROACH; CLIMBING RIGHT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. VOR RWY 13 AMDT 1 MISSED APPROACH; CLIMBING LEFT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. ILS RWY 13 ORIG CLIMB TO 500 THEN CLIMBING LEFT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. RADAR-1 AMDT 11; MISSED APPROACH RWYS; 4, 26, 31 CLIMBING RIGHT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD; RWY 8 CLIMB TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD, RWY 13, 22 CLIMBING LEFT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. HOLD EAST LEFT TURNS, 270 INBOUND. SMITS DESCRIPTION CYN R-179 AND ACY R-090/11.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

FDC 9/1998 FI/T (MLT) MILLINOCKET MUNI MILLINOCKET ME. IFR TAKEOFF MINIMUMS RWY 11/16 STANDARD RWY 29 400–1 RWY 34 300–1.

MASSACHUSETTS

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/837 FI/T (0RE) ORANGE MUNI ORANGE MA. VOR-A AMDT 5 VOR/NDB MINIMA NA. NDB-B AMDT 3 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1953 FI/T (PVC) PROVINCETOWN MUNI PROVINCETOWN MA. SDF RWY 7 AMDT 1 PROC NA.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2061 FI/T (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 3. TERMINAL ROUTE RVH VORTAC TO SQUIRE LOM NA. ADD TERMINAL ROUTE CCC VORTAC TO SQUIRE LOM CRS/DIST 111/11 ALT 1700 FT.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

#FDC 9/2167 FI/T (MGJ) ORANGE COUNTY, MONTGOMERY, NY. LOC RWY 3, AMDT 2, AUTO PILOT COUPLED APPROACHES NOT AUTHORIZED.

PENNSYLVANIA

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/666 FI/T (JST) JOHNSTOWN-CAMBRIA COUNTY JOHNSTOWN PA. VOR RWY 23 AMDT 3 TERMINAL ROUTE 10 DME ARC TO SHILL INT/4 DME ALT 3100 FT. MIN ALT SHILL INT/4 DME 2880 FT (3100 FT FROM 10 DME ARC). VOR ONLY MINS S-23 MDA 2880 FT HAT 596 FT ALL CATS. CAT D VIS 11/4 MILES. CIRCLING MDA 2880 FT HAA 596 FT ALL CATS. CAT C VIS INCREASED 1/4 MILE WHEN USING ALTOONA, PA ALTIMETER SETTING.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/1471 FI/T (JST) JOHNSTOWNCAMBRIA COUNTY JOHNSTOWN PA. VOR RWY 5 AMDT 3 SI MDA/2840 FT HAT/556 FT ALL CATS. SI VIS 11/4 MILE CAT D. CIRCLING MDA/2840 FT HAT/556 FT CAT A/B/C. AMEND PROC DATA NOTE 3: INCREASE CAT C AND D SI VIS 1/4 MILE.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

#FDC 9/2121 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4 SI ILS RWY 8 DH 1000 FT HAT 657.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

#FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 8/1044 FI/T (LNP) LONESOME PINE WISE VA. NDB RWY 24 ORIG PROCEDURE NOT AUTHORIZED.

FDC 8/1860 FI/T (SHD) SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 2. GLIDE SLOPE UNUSABLE BELOW 1484 FT MSL. SI ILS RWY 4. DH 1484 FT HAT 301 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY, ALL CATS VIS INCREASED 1/2 MILE WHEN MALSR INOPERATIVE.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/656 FI/T (LVL) LAWRENCEVILLEBRUNSWICK MUNI LAWRENCEVILLE VA. VCR-A AMDT 3 PROC NA.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/1909 FI/T (PTG) LEE COUNTY PENNINGTON CAP VA. NDB RWY 7 AMDT 1 NA.

FDC 9/2044 FI/P (W97) WEST POINT MUNI, WEST POINT, VA. VOR-A AMDT 1 DELETE PROCEDURAL DATA/NOTE: FOR RWY 9/27 LIGHTS KEY ON 121.85 ONCE, LIGHTS REMAIN ON 10 MINUTES. THIS IS VOR-A AMDT 2.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

#FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

#FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 9/1987 FI/T (3I2) MASON COUNTY, POINT PLEASANT, WV. VOR/DME-A ORIG MISSED APPROACH POINT HNN R-344/ 9.7 DME.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800-2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

#FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1780 FI/T (M99) SALINE COUNTY, BENTON, AR. VOR-A AMDT 4, PROCEDURE NA AT NIGHT.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

LOUISIANA

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18-36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

#FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

NEW MEXICO

FDC 9/1540 FI/T (ONM) SOCORRO MUNI SOCORRO NM. VOR/DME-A ORIG NA.

OKLAHOMA

FDC 9/1682 FI/T (CSM) CLINTON-SHERMAN, CLINTON, OK. VOR RWY 35L, AMDT 3. SI MDA ALL CATS 2320 FT.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

TEXAS

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1367 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11. NDB RWY 3R AMDT 34. ILS RWY 12R AMDT 7. RADAR-1 AMDT 21. RNAV 30L AMDT 6. CIRCLING MDA CAT A B C 1340 HAA 531.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1788 FI/T (BPT) JEFFERSON COUNTY BEAUMONT/PORT ARTHUR TX. IFR TAKEOFF MINIMUMS/DEPARTURE PROCEDURES. FAR 135 AUTHORIZATION RWY 12 RVR 2400.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/1957 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11 SI ILS RWY 3R DH 1084 FT HAT 300 FT VIS 1 MILE ALL CATS. SI LOC RWY 3R VIS 1 MILE CATS A/B/C. RADAR-1 AMDT 21 SI ASR RWY 3R VIS 1 MILE CATS A/B/C. TAKEOFF MINS RWY 3R VIS 1 MILE FAR 135.

FDC 9/2010 FI/T (CLL) EASTERWOOD FIELD COLLEGE STATION TX. LOC BC RWY 16 AMDT 5 NA.

FDC 9/2024 FI/T (DWH) DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 5 CIRCLING MDA CAT B AND C 620FT.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

#FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

#FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FDC 9/1836 FI/T (12J) BREWTON MUNI, BREWTON, AL. VOR RWY 30 AMDT 3. NSE VOR R-022 AND R-044 DESCRIBING FIDELIS INT AND ROYCE INT NA.

FLORIDA

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1012 FI/T (MLB) MELBOURNE REGIONAL MELBOURNE FL. LOC BC RWY 27 AMDT 2 SI-27 MDA 460 FT HAT 434 FT ALL CATS. VIS CAT C 11/4 MILES CAT D 11/2 MILES.

FDC 9/1726 FI/T (X41) WEST PASCO, NEW PORT RICHEY, FL. VOR-A ORIG MSA FROM PIE VORTAC 310–220, 2600; 220–310, 1700; MDA CATS A, B, C 680 FT HAA 640 FT. VIS CAT C 1 3/4 MILE.

FDC 9/1774 FI/T (MIA) MIAMI INTERNATIONAL, MIAMI, FL. VOR RWY 12 AMDT 24 MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500. MDA 460 FT/HAT 451 FT ALL CATS. ILS RWY 27R AMDT 8, ILS RWY 27L AMDT 18, NDB RWY 27L AMDT 13, MSA FROM MI LOM 045–135, 1700; 135–045, 2500. ILS RWY 9L AMDT 23; NDB RWY 9L AMDT 14, MSA FROM MF LOM 315–225, 2500; 225–315, 1700. VOR RWY 30 AMDT 1 MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500. RADAR-1 AMDT 18 RWY 12 ASR MDA 460 FT/HAT 451FT ALL CATS.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2114 FI/T (X41) WEST PASCO NEW PORT RICHEY FL. VOR-A ORIG NIGHT MINIMUMS NA.

#FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

#FDC 9/2166 FLIGHT RESTRICTION 1 NAUTICAL MILE RADIUS OF THE BISCAYNE BAY FL. (BSY) VORTAC 340 DEGREE RADIAL AT 007 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 4000 FEET ABOVE GROUND LEVEL DEC 29 2000–2100EST AND DEC 30 1800–2200EST AND JAN 1 2130–2230 EST. LASER LIGHT BEAM DEMONSTRATION AT THE ORANGE BOWL STADIUM. LASER BEAM MAY POSSIBLY BE INJURIOUS TO PILOTS EYES IN FLIGHT WITHIN 4000 FT OF LIGHT SOURCE. MIAMI IFSS IS COORDINATING FLIGHT SERVICE STATION.

GEORGIA

FDC 9/745 FI/T (6A0) CARTERSVILLE CARTERSVILLE GA. VOR/DME-A AMDT 1 CHANGE PROCEDURAL DATA/NOTE TO: USE ROME, GA ALSTG. WHEN NOT AVBL USE CHARLIE BROWN COUNTY ARPT, GA ALSTG AND INCREASE ALL MDAS 60 FT.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/794 FI/T (RMG) RICHARD B. RUSSELL ROME, GA. NDB-A ORIG, VOR/DME RWY 18 AMDT 1, VOR/DME RWY 36 AMDT 2 WHEN LOCAL ALTIMETER NOT AVAILABLE PROCEDURE NA.

FDC 9/984 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTL ATLANTA GA. ILS RWY 8 AND ILS RWY 8 CAT II AMDT 51 DISTANCE TO THRESHOLD FROM 150 FT HAT 1797 FT, GS ANTENNA 1300 FT. GS ALTITUDE AT CHINN INT 5000 FT, STUMP INT 3745 FT. OM 2761 FT, MM 1252 FT AND IM 1126 FT TCH 56 FT.

FDC 9/1609 FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTNL ATLANTA GA. IFR DEPARTURE PROCEDURE RWY 27L CLIMB RUNWAY HEADING TO 1300 FT BEFORE TURNING LEFT.

FDC 9/1648 FI/P V437 FROM SAVANNAH GA. VORTAC TO CHARLESTON SC. VORTAC MOCA 1400 FT.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

#FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

#FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

FDC 9/1478 FI/T (CVG) GREATER CINCINNATI, COVINGTON, KY. ILS 18 AMDT 11 MISSED APCH CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND. DELETE PROC DATA NOTE AUTOPILOT COUPLED APCHS NA BELOW 1565 FT MSL. NDB RWY 18 AMDT 11 AND RADAR-1 AMDT 18 MISSED APCH RWY 18 CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND.

FDC 9/1527 FI/T (LEX) BLUE GRASS, LEXINGTON, KY. VOR_A AMDT 1 DME MINIMA CIRCLING CAT A MDA 1440 FT, HAA 461 FT.

FDC 9/1569 FI/T (M25) MAYFIELD GRAVES COUNTY, MAYFIELD, KY. VOR/DME-A AMDT 1. MDA 1080 FT HAT 555 FT CATS A/B/C.

FDC 9/1797 FI/T (I28) ASHLAND-BOYD COUNTY ASHLAND KY. VOR RWY 10 AMDT 4 SI RWY 10 MDA 1400 FT/HAT 854 FT ALL CATS. CIRCLING MDA 1400 FT/HAA 854 FT CAT A B AND C MDA 1420 FT/HAA 874 FT CAT D. SI AND CIRCLING VIS CAT A 1 MI, CAT B 1 1/4 MI CAT C 2 1/2 MI, CAT D 2 3/4 MI.

FDC 9/1942 FI/T (FGX) FLEMING-MASON, FLEMINGSBURG, KY. NDB RWY 25 ORIG SI RWY 25 MDA 1440 FT/HAT 525 ALL CATS, VIS CAT A AND B 1 MI, CAT C 1 1/2 MI, CAT D 1 3/4 MI. CIRCLING MDA 1440 FT HAA 525 FT CAT A/B/C. MDA 1480 FT/HAA 565 FT CAT D. VIS CAT A AND B 1 MI, CAT C 1 1/2 MI, CAT D 2 MI. PROC DATA NOTE OBTAIN LOCAL ALSTG ON UNICOM 122.8. WHEN NOT AVAILABLE USE CINCINNATI, OH, ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200–1 REQUIRED.

FDC 9/2089 FI/T (CVG GREATER CINCINNATI INTL COVINGTON KY. ILS RWY 9R AMDT 7 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 9R AMDT 6 SI 9R MDA 1380 FT/HAT 509 FT ALL CATS. VIS SI 9R CAT C 1 MI. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 18 AMDT 11 SI LOC 18 MDA 1220 FT/HAT 347 FT ALL CATS. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 18 AMDT 11 SI 18 MDA 1380 FT/HAT 507 FT ALL CATS. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 36 AMDT 27 SI LOC 36 MDA 1320 FT/ HAT 470 FT ALL CATS. VIS SI LOC 36 CAT C RVR 4000 FT CAT D RVR 5000 FT. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/ HAA 469 FT CAT C MDA 1380 FT/ HAA 489 FT. NDB RWY 36 AMDT 25 SI 36 MDA 1400 FT/HAT 550 FT ALL CATS. VIS SI 36 CAT D 1 1/2 MI. CIRCLING CAT A/B/C MDA 1400 FT/ HAA 509 FT. ILS RWY 27L AMDT 5 CIRCLING CAT A MDA 1340 FT/ HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. RADAR-1 AMDT 18 SI 9R MDA 1260 FT/ HAT 389 FT ALL CATS. SI 18 MDA 1260 FT/HAT 387 FT ALL CATS SI 27L MDA 1280 FT/HAT 405 FT ALL CATS. SI 36 MDA 1320 FT/HAT 470 FT ALL CATS. CIRCLING CAT A MDA 1340/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

# FDC 9/2162 FI/T (6M5) HANCOCK AIRFIELD HAWESVILLE KY. NDB-A AMDT 1 CIRCLING MDA 1180 FT/HAA 780 FT ALL CATS. VIS 11/2 MI CAT B 21/4 MI CAT C AND 21/2 MI CAT D.

# FDC 9/2163 FI/T (2I0) MADISONVILLE MUNI MADISONVILLE KY. VOR RWY 23 AMDT 5 SI RWY 23 MDA 840 FT/HAT 402 FT CAT A/B/C. CAT D NA. VIS 1 MI CAT A/B/C. CIRCLING MDA CAT A 880FT/HAA 442 FT CAT B/C MDA 900FT/ HAA 462 FT CAT D NA. VIS 1 MI CAT A/B. 11/2 MI CAT C. PROC DATA NOTE CHG TO READ OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.8. WHEN NOT AVAILABLE USE EVANSVILLE INDIANA ALTIMETER SETTING AND INCREASE ALL MDAS 180FT.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

FDC 9/1510 FI/T (HBG) HATTIESBURG MUNI, HATTIESBURG, MS. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF MINIMUMS RWY 31. STANDARD; RWY 13, 400–1 OR STANDARD WITH MINIMUM CLIMB OF 250 FT/NM TO 500 FT. (625 FT PER MINUTE AT 150K; 833 FT PER MINUTE AT 200K.)

FDC 9/1943 FI/T (GPT) GULFPORTBILOXI REGIONAL, GULFPORT, MS. ILS RWY 13 AMDT 7. CORRECT US GOVT CHART AL-576. S-LOC-13 VIS CAT C 3/4 MILE.

FDC 9/2047 FI/T (MMS) SELFS, MARKS, MS. NDB RWY 2 AMDT 2. TERMINAL ROUTE MINOR INT TO MARKS NDB 092/3.4.

NORTH CAROLINA

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1283 FI/T (ISO) EASTERN REGIONAL JETPORT AT STALLINGS FIELD KINSTON NC. ILS RWY 4 AMDT 6 SI ILS RWY 4 DH 376FT HAT 282FT ALL CATS.

FDC 9/1517 FI/T (EWN) SIMMONS-NOTT NEW BERN, NC. LOC RWY 4 AMDT 1. MARINE CHERRY POINT, NC. RADAR REQUIRED.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5,8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 9/910 FI/T (GMU) GREENVILLE DOWNTOWN GREENVILLE SC. TAKEOFF MINIMUM RWY 9 200–1 MON THRU FRI 1100 to 0100Z.

FDC 9/1648 FI/P V437 FROM SAVANNAH GA. VORTAC TO CHARLESTON SC. VORTAC MOCA 1400 FT.

FDC 9/1697 FI/P (GSP) GREENVILLESPARTANBURG GREER, SC. CORRECT US GOVT SE VOLUME-2 CHANGE PORTION IFR TAKEOFF MINIMUMS FOR RWY 3 TO READ RVR 2400 FAR 135 AUTHORIZATION.

TENNESSEE

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

FDC 9/2004 FI/T (FYM) FAYETTEVILLE MUNI, FAYETTEVILLE TN. NDB RWY 1 AMDT 3 NA.

FDC 9/2074 FI/T (GCY) GREENEVILLE MUNI, GREENEVILLE, TN. NDB RWY 5 AMDT 2 NA.

# FDC 9/2119 FI/T (CHA) LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS RWY 14 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230/NM TO 1700.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/1351 AMEND LOS ANGELES SECTIONAL CHART 25TH EDITION: ADD SAN LUIS OBISPO CALIF. CONTROL ZONE LOCATED LAT.351411N LONG.1203826W AND WITH 2 MILES EACH SIDE OF SAN LUIS OBISPO LOCALIZER COURSE EXTENDING FROM THE 5 MILE RADIUS ZONE TO THE OUTER MARKER.

FDC 9/1621 FI/T (CCR) BUCHANAN FIELD CONCORD CA. MISSED APPROACH CLIMBING RIGHT TURN TO 2000 FT INTERCEPT LOC NORTH CRS DIRECT WAYDE INT AND HOLD. HOLD NORTH LEFT TURNS 181 INBOUND.

FDC 9/1769 CORRECTION TO US GOVERNMENT LOW ALTITUDE CHART L3 PANEL C EFFECTIVE OCTOBER 4 1979. VORTAC IDENT (POM) FREQ 110.4 CHANGE NAME TO POMONA VICE PARADISE.

FDC 9/1807 CORRECT US GOVERNMENT LOW ALTITUDE CHART L-3 PANEL C. POM VORTAC CHANGE ASSOCIATED FSS PARADISE TO ONTARIO. PDZ VORTAC CHANGE TO THIN LINE BOX AND ADD ASSOCIATED FSS ONTARIO. ADD ONTARIO FSS IDENT ONT AND FREQUENCIES 123.65 122.6 122.1R AT ONTARIO INTL AIRPORT. CORRECT US GOVERNMENT LOW ALTITUDE AREA CHART A-2 PANEL F. PDZ VORTAC CHANGE TO THIN LINE BOX AND ADD ASSOCIATED FSS ONTARIO. ADD ONTARIO FSS IDENT ONT AND FREQUENCIES 123.65 122.6 122.1R AT ONTARIO INTL AIRPORT.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2092 FI/T (SNA) JOHN WAYNE AIRPORT-ORANGE COUNTY SANTA ANA CA. ILS RWY 19R AMDT 7 SI-ILS VIS RVR 4000 ALL CATS. LOC RWY 19R AMDT 8 SI-LOC VIS RVR 4000 CAT A AND B. LOC/DME OR LOC/VOR MINIMA SI-LOC VIS RVR 4000 CAT A AND B. VOR RWY 19R AMDT 18 SI-19R VIS RVR4000 CAT A AND B. DUAL VOR MINIMA SI-19R VIS RVR 4000 CAT A AND B VIS RVR 5000 CAT C.

FDC 9/2104 FLIGHT RESTRICTION PASADENA CA. 3 STATUTE MILE RADIUS OF THE ROSE BOWL AND ROSE BOWL PARADE ROUTE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT 1800PST DECEMBER 31 TO 2400PST JANUARY 1 SURFACE TO 5000FT MEAN SEA LEVEL FOR FIXED WING AIRCRAFT AND SURFACE TO 1900FT MEAN SEA LEVEL FOR HELICOPTERS. THE AREA WILL BE PATROLLED BY PASADENA POLICE HELICOPTER. ONLY THOSE AIRCRAFT AUTHORIZED BY FAA AND PASADENA POLICE DEPARTMENT WILL BE PERMITTED TO ENTER THIS AREA.

#FDC 9/2126 FI/P (FUL) FULLERTON MUNI FULLERTON CA. VOR-A AMDT 2 CORRECT US GOVT CHART AL-5136 MISSED APPROACH ALT 1500 WHEN AUTHORIZED BY ATC. NOTE 3 APPLIES TO DUAL VOR/DME OR RADAR MINIMA ONLY.

#FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

#FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

UTAH

FDC 9/414 FI/T (CNY) CANYONLANDS FIELD MOAB UT. VOR/DME RWY 33 ORIG NA.

FDC 9/851 CORRECT US GOVERNMENT CHART H2 PANEL F EFFECTIVE 14 JUNE 1979. DELETE AIRWAY DESIGNATOR J100 BETWEEN BOULDER CITY VORTAC AND BRYCE CANYON VORTAC.

FDC 9/856 FI/P V484 WODEN INT TO SWITZ INT MEA 16000 MOCA 11900 CMA SWITZ INT TO CAUSE INT MEA 11500 MOCA 8600.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000-360 12900 FT.

FDC 9/1457 FI/T V484 WODEN INT (IDAHO) TO SWITZ INT (UTAH) MEA 16000 MOCA 11900. MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700-2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/1734 FI/T (FOD) FORT DODGE MUNI FORT DODGE, IA. VOR/DME RWY 30 AMDT 6 SI MDA 1500 FT HAT 367 FT ALL CATS.

#FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

FDC 9/1824 FI/T (MHK) MANHATTAN MUNI MANHATTAN KS. VOR-H AMDT 9 CIRCLING MDA 1680 FT ALL CATS VIS CAT D 1 3/4 MILES VOR RWY 3 AMDT 11 CHANGE CAUTION NOTE TO READ CAUTION EXTENSIVE MILITARY TRAFFIC. VFR AIRCRAFT CONTACT MARSHALL TOWER 126.2 VOR ADVISORIES AT LUIUZ INT. ILS RWY 3 ORIG CHANGE CAUTION NOTE TO READ CAUTION EXTENSIVE MILITARY TRAFFIC. VFR AIRCRAFT CONTACT MARSHALL TOWER 126.2 FOR ADVISORIES AT RAMZE INT.

FDC 9/1970 FI/T (MHK) MANHATTAN MUNI MANHATTAN, KS ILS RWY 3 ORIG MISSED APCH CLIMB TO 1500 FT THEN CLIMBING RIGHT TURN TO 3000 FT VIA MHK R-138 TO ALMAS INT AND HOLD.

FDC 9/2046 FI/T (MHK) MANHATTAN MUNI, MANHATTAN KS. VOR-H AMDT 9 DUAL VOR OR ADF RECEIVER REQUIRED. ASHLA INT MHK VOR R-138/FRI VOR R-042/195 BEARING FROM MQD NDB.

FDC 9/2112 FI/P (KCK) FAIRFAX MUNI KANSAS CITY KS. LOC RWY 35 ORIG DISTANCE FAF TO MAP 5.0 NM. MISSED APPROACH 5.0 MILES AFTER PASSING KEMPE INT/MKC 13.6 DME/RADAR OR AT MKC 8.6 DME. THIS IS LOC RWY 35 AMDT 1.

MINNESOTA

FDC 9/1833 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS, MN ILS RWY 31 AMDT 5 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 9/1896 FI/T (Y25) GATEWAY NORTH INDUSTRIAL ANOKA, MN. VOR RWY 33 ORIG REDESIGNATED AS VOR RWY 34 ORIG.

FDC 9/1920 FI/T EFFECTIVE IMMEDIATELY V367 BETWEEN INL VORTAC AND US/CANADIAN BORDER MEA 3000 FEET.

FDC 9/1938 FI/P (ONA) WINONA MUNI-MAX CONRAD FIELD, WINONA, MN. MLS RWY 29 (INTERIM) AMDT 1 CANCELLED.

FDC 9/2035 FI/T (LXL) LITTLE FALLS-MORRISON COUNTY, LITTLE FALLS, MN. NDB RWY 30 AMDT 1 ALL SI MDA AND CIRCLING CATS A, B AND C MDA 1980 FT.

FDC 9/2039 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS, MN. ILS RWY 31 AMDT 5, NDB RWY 31 AMDT 5, VOR RWY 31 AMDT 12, VOR/DME OR TACAN RWY 31 AMDT 1, VOR RWY 13 AMDT 9, LOC/DME BC RWY 13 AMDT 4. 3-STEP HIRL RWY 13–31–122.8. CONTACT HIB FSS FOR MALSR RWY 31.

FDC 9/2069 FI/T (MSP) MINNEAPOLISST PAUL INTL/WOLD-CHAMBERLAIN/, MINNEAPOLIS, MN. NDB RWY 29L AMDT 21 SI 29L MDA 1440 FT ALL CATS. CAT C VIS RVR 6000 FT. CIRCLING MDA 1460 FT ALL CATS, CIRCLING CAT C VIS 1 3/4 MI. NDB RWY 29R AMDT 9 SI 29R MDA 1440 FT ALL CATS, CAT C VIS 1 3/4 MI. CIRCLING MDA 1460 FT ALL CATS, CIRCLING CAT C VIS 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC 29R MDA 1380 FT ALL CATS, CIRCLING MDA 1380 FT CAT A, B, C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

#FDC 9/2139 FI/T (HIB) CHISHOLDHIBBING HIBBING MN. TKOF MINS RWYS 4 22 31 STANDARD RWY 13 200–1 OR STANDARD WITH MIN CLIMB OF 267 FT/NM TO 1500 FT/668 PER MINUTE AT 150 K, 890 FT PER MINUTE AT 200 K/.

MISSOURI

FDC 9/1290 FI/T (MBY) OMAR N BRADLEY MOBERLY MO. VORTAC RWY 17 AMDT 4 SI RWY 17 MINS NA.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/1728 FI/T (MAW) MALDEN MUNI MALDEN, MO. VOR RWY 31R AMDT 5 REDESIGNATED VOR RWY 31 AMDT 5.

FDC 9/2107 FI/P (MCI) KANSAS CITY INTERNATIONAL KANSAS CITY MO. ILS RWY 19 AMDT 2 CAT II NOT AVAILABLE. THIS IS ILS RWY 19 AMDT 3.

FDC 9/2116 FI/P (COU) COLUMBIA REGIONAL MO. LOC BC RWY 20 AMDT 5. TERMINAL ROUTE IAF WIPOR 24.6 DME TO LYRAH INT 15.5 DME NA. THIS IS LOC BC RWY 20 AMDT 6.

#FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 9/665 FI/T (BFF) SCOTTS BLUFF COUNTY SCOTTSBLUFF NE. VOR/DME RWY 5 ORIGINAL MIN ALT CUSHY 10 DME (FAF) 5800 FT. TERMINAL ROUTE 17 DME ARC TO CUSHY 10 DME ALT 5800 FT. STRAIGHT IN MINS NA.

FDC 9/1285 FI/T (OFK) KARL STEFAN MEMORIAL NORFOLK NE. VOR RWY 19 AMDT 1. ALL SI AND CIRCLING MDAS 2200FT.

SOUTH DAKOTA

FDC 9/1720 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG (US ARMY) MINIMUM ALTITUDE RAP NDB (FAF) 4600 FT.

FDC 9/1732 FI/T (FSD) JOE FOSS FIELD SIOUX FALLS, SD. NDB RWY 3 AMDT 16: ILS RWY 3 AMDT 19; ILS RWY 21 ORIG: VOR RWY 15 AMDT 11: VOR/DME OR TACAN RWY 33 AMDT 2; RADAR-1 AMDT 2; CAT D CIRCLING MDA 2040, HAA 612.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 **ONP TO AST MEA RAISED TO 7500.** CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

FDC 9/2064 FI/T (BNO) BURNS MUNI BURNS OR. NDB RWY 29 ORIG NA.

WASHINGTON

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

FDC 9/2115 FI/P (PSC) TRI-CITIES PASCO WA. VOR RWY 30 AMDT 5. CORRECT US GOVT CHART AL-474. ALW VOR FREQ 116.4.

WYOMING

FDC 9/1996 FI/P (GCC) GILLETTECAMPBELL COUNTY GILLETTE WY. CORRECT US GOVT. IFR. ALTERNATE MINIMUMS CATEGORY D 900-3 WITH NOTE. NA WHEN CONTROL ZONE NOT EFFECTIVE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES.

FDC 9/2085 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE CYS, WY. VORTAC 004 DEGREE RADIAL AT 29 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FT ABOVE GROUND LEVEL. EFFECTIVE TIMES 301600 THRU 302200. DENVER IS COORDINATING FLIGHT SERVICE STATION.

ALASKA

FDC 7/1452 FI/T FEDERAL AIRWAY AMBER-1 AMDT 4 SKWENTNA ALASKA NDB TO PUNTILLA LAKE ALASKA NDB NOT AUTHORIZED.

FDC 9/118 FI/T (BTT) BETTLES BETTLES, AK. NDB-A AMDT 6 LOC/DME RWY 1 AMDT 1 VOR RWY 1 (TAC) AMDT 2 3 STEP MALSR RWY 1-123.6.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

FDC 9/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

GENERAL

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE-DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

#FDC 9/2066 FI/P (PGUM) AGANA NAS/ BREWER FLD/ GUAM I MARIANA ISLANDS CORRECT US GOVT PACIFIC CHART SUPPLEMENT/ AL-2146/USN BY DELETING VOR/DME TACAN OR ILS RWY 6L PUBLICATION.

#FDC 9/2090 CORRECTION TO U.S. GOVERNMENT AREA CHART A-2 PANEL F /DENVER/ EFFECTIVE 29 NOV 1979. CHANGE HOLDING PATTERN WIGGI INT /V-220/ TO READ RIGHT TURN 260 RAD FROM AKO VORTAC.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GULF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

EXPERIMENTAL RADAR SYSTEM HAZARD

MOSCOW/CARATUNK, SOMERSET COUNTY, MAINE

October 1979 to June 1981

NOTAM

The U.S. Air Force will operate an Experimental Radar System transmitter located in Moscow/Caratunk, Somerset County, Maine on an intermittent basis approximately 40 hours per week during the period October 1979 to June 1981.

The transmitter will operate FM/CW between 6.75 and 21.85 megaHertz. The transmitted energy will create a hazard zone to aircraft which are carrying electro-explosive devices (EEDS) and to high frequency radios aboard aircraft. Aircraft should avoid penetrating the volume of airspace beginning at the antenna located 45°10′25″ North; 69°51′40″ West; extending one mile along boresite (46.5°T), up to 5,000 above the terrain and ½ mile either side of boresite.

All aircraft are cautioned to avoid this area below an altitude of 6500′ MSL within 2 nautical mile radius.

SPECIAL NOTICE

SPECIAL AIR TRAFFIC PROCEDURES FOR 1980 WINTER OLYMPIC GAMES, FEBRUARY 13, 1980 THROUGH FEBRUARY 24, 1980

Due to the large volume of traffic expected in the Saranac Lake, New York, area during the 1980 Winter Olympic Games, the following special procedures and a special Federal Aviation Regulation are provided:

ADIRONDACK AIRPORT INFORMATION

Temporary Control Tower: Adirondack Tower will be commissioned at Adirondack Airport from January 3, 1980, through March 1, 1980. The tower will operate on a 24-hour basis from February 4, 1980, through February 25, 1980. Other operating hours will be 16 hours between 0700 and 2300.

Adirondack Tower Frequencies:

Local	125.5/257.6	MHz
Ground	121.9	MHz

Automatic Terminal Information Service (ATIS): Pertinent arrival and departure information will be broadcasted on 124.15 MHz during the operation hours of Adirondack Tower.

Departure/Arrival Delays at Adirondack Airport: Expect to encounter some arrival/departure delays at Adirondack Airport due to projected traffic volume; runway acceptance rates; limited airport ramp/parking space; and seasonal weather conditions that are forecasted to be 70 percent IFR.

Lake Placid Temporary Flight Restriction (TFR): The TFR is that airspace extending from the surface to and including 10,000 feet MSL in a circular area whose radius is 8½ statute miles and centered at latitude 44°16′35″N, longitude 73°57′16″W. The TFR will be effective from January 27, 1980, through March 1, 1980, through March 1, 1980. Unless otherwise required or authorized by ATC, flight is prohibited within the TFR.

Filing IFR Flight Plans to Depart Adirondack Airport (SLK): Pilots should file IFR plans at least 2 hours prior to estimated time of departure to preclude possible delay in receiving a departure clearance. You are urged not to depart VFR and request IFR clearance after departure as lengthy delays in receiving the airborne IFR clearance could be imposed due to traffic saturation.

Two Standard Instrument Departures, (OLYMP 1 and GAAME 1), have been developed with appropriate transitions. All IFR departures from Adirondack Airport can expect to be cleared, depending on the active runway, via one of these departures. IFR Flight Plan routings should be filed consistent with published SIDs/Transitions.

IFR Arrivals to Adirondack Airport: Pilots are asked to file IFR Flight Plans from point of departure to Adirondack Airport. Air filing in the Adirondack area will definitely result in a lengthy delay in receiving an IFR approach clearance.

Approach Control Service: Boston Center will provide approach control service to the Adirondack Airport on the following frequencies: 126.55–282.2. Radar service is not available from 3,000 feet MSL to the surface.

Radar Traffic Information for VFR Arrivals: Expanded radar service is available to the extent possible by Boston Center on 126.55/282.2 MHz.

VFR Arrival Procedures: Pilots of VFR flights arriving at Adirondack Airport should contact Adirondack Tower on 125.5/257.6 MHz 15 to 20 miles from SLK. All inbound VFR flight plan cancellations should be directed to Massena FSS by phoning or calling on 122.1 and listening on 111.2 MHz (SLK VOR). When cancelling, please give these three (3) items:

1. Aircraft ident.
2. Departure point.
3. Actual destination.

Temporary FSS, at Adirondack Airport and Burlington International Airport: Massena FSS will establish a pilot briefing desk in Adirondack Airport Terminal Building. The briefing desk will not be staffed; however, four (4) direct TELCO lines to Massena FSS will be available on a 24-hour basis for pilot briefings and the handling of VFR/IFR Flight Plans.

Montpelier FSS will establish a temporary facility at Burlington International Airport. This facility will be located in the Air North Terminal Building, and will be staffed on a 24-hour basis from February 5, 1980, to March 2, 1980.

Direction Finder (DF) Service is available at Massena and Montpelier FSSs.

REMEMBER TO CANCEL—SEARCH AND RESCUE OPERATIONS SHOULD NOT BE WASTED.

VFR Departure Procedures: Departure information will be broadcasted on ATIS 124.15 MHz. Adirondack ground control may be contacted on 121.9 MHz.

ADDITIONAL INFORMATION

Lake Placid, New York, Airport: The Lake Placid Airport will be restricted as a VFR Heliport and used solely

by helicopters involved directly with the 1980 Winter Olympic Games. Airport closure January 27, 1980–March 1, 1980.

Burlington Approach Control: Stage III service will be provided within the Burlington TRSA on the following frequencies:

West of Lake Champlain	126.3–360.8
North of Airport, East of Lake Champlain	119.2–353.8
South of Airport, East of Lake Champlain	121.1–396.1

High Density Traffic Area: All types of aircraft, including jets and helicopters will be operating within a 30-nautical mile radius of SLK VOR.

Adirondack Airport Reservation System: The 1980 Winter Olympics is expected to generate significant amounts of complex air activity in addition to normal airport operations. Adirondack Airport experiences 70 percent IFR Weather conditions during February, and will be a single runway (6500′) operation during the Olympics resulting in limited arrival capacity. In addition, airport area available for loading and unloading passengers and aircraft parking will be limited. To serve the civil aviation needs of the public, reduce air traffic and airport congestion, and consistent with limited airport facilities, the airport operator has therefore established the following special procedures.

Olympic Control Numbers: All aircraft operations are requested to obtain an Olympic Control number for operating at Adirondack Airport between January 27, 1980, at 0800 EST and February 29, 1980, at 2200 EST. Olympic Control Numbers will be allocated on an hourly basis. The intent is to provide a flow control method that will meter air traffic in and out of Adirondack Airport at a rate consistent with the maximum number of aircraft which can be safely and efficiently accommodated at the airport.

An Olympic Control Number may be requested by calling 518–891–5500. The requests must be confirmed within ten (10) working days. Such confirmation should be addressed to:

Olympic Control Number
P.O. Box 687
Saranac Lake, New York 12983

The confirmation must contain the aircraft identification/registration number, services required at Adirondack Airport, anticipated length of stay, operator's name and address, date and time of requested arrival, and subsequent departure. The requestor shall submit with their confirmation a non-refundable landing fee, and if parking is requested, the parking fee for the first eight (8) hours of parking on the airport. Such parking reservation will be required for any aircraft anticipating a stay beyond 30 mintues on Adirondack Airport. Reservations for operating at the airport will not be accepted after December 31, 1979.

Under VFR conditions an Olympic Control Number will be assigned for those spaces available by telephoning 518–891–5500 up to eight (8) hours prior to arrival at Adirondack Airport.

An approved Olympic Control Number does not guarantee landing at Adirondack Airport, nor does it constitute a warranty against traffic delays. Lengthy delays may still occur and diversion to alternate airports should be considered. Failure to secure an Olympic Control Number will result in increased landing fees, and may result in denial of aircraft parking and/or other ground accommodations by the airport operator.

SPECIAL FEDERAL AVIATION REGULATION NO. 42

This Special Federal Aviation Regulation was adopted to provide for the safe and efficient use of the airspace and the safety of persons and property on the ground for the 1980 Winter Olympics. This regulation will be in effect from January 27 through March 1, 1980, for the following:

1. Unless otherwise authorized or required by ATC, no person may, within the Plattsburgh (New York) Air Force Base Airport Traffic Area, operate an aircraft to or from the Clinton County Airport unless two-way radio communication is established and maintained between that aircraft and the Plattsburgh Air Force Base Tower.

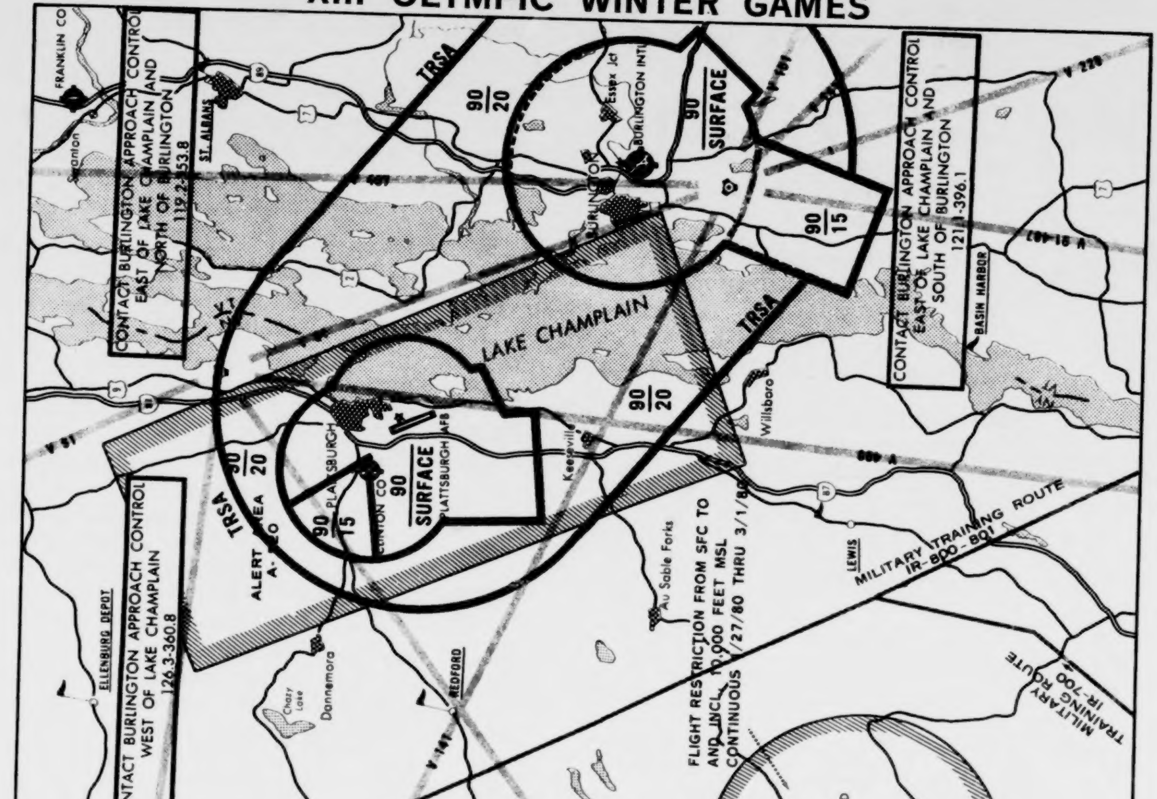
2. Unless otherwise authorized or required by the Boston Air Route Traffic Control Center, no person may operate an aircraft at or below an altitude of 10,000 feet MSL in that area within 8½ statute miles of the point located at latitude 44°16′35″N and longitude 73°57′16″W (approximately 1½ statute miles east-northeast of Lake Placid Airport, New York).

If necessary, regulatory Notices to Airmen (NOTAMs) may be issued during the effective period of this SFAR to extend or modify the temporary flight restriction or communication requirement established under this regulation.

GRAPHIC NOTICE

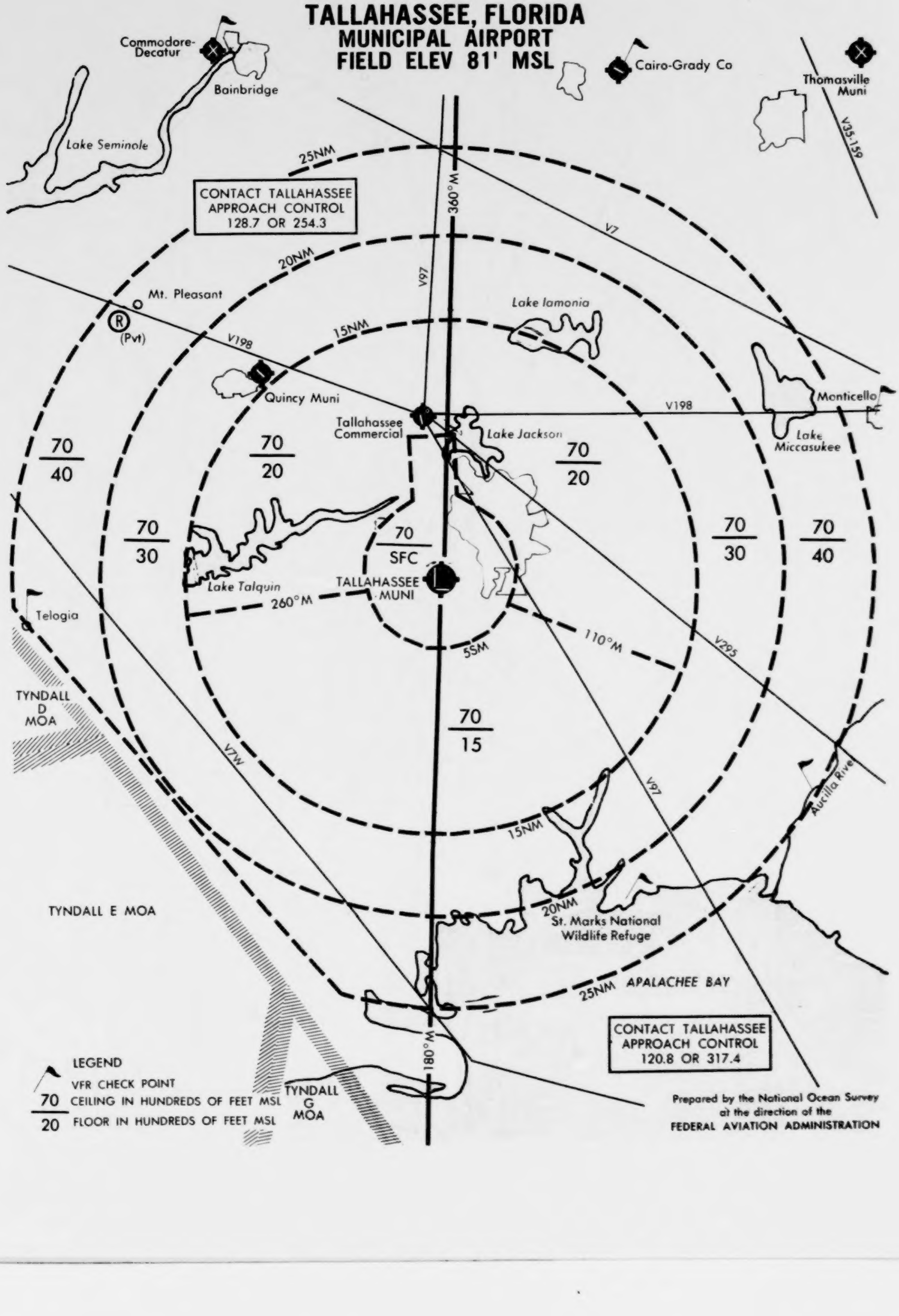
(NOT TO BE USED FOR NAVIGATION)

XIII OLYMPIC WINTER GAMES


CONTACT BURLINGTON APPROACH CONTROL EAST OF LAKE CHAMPLAIN AND NORTH OF BURLINGTON 119.2-353.8
CONTACT BURLINGTON APPROACH CONTROL EAST OF LAKE CHAMPLAIN AND SOUTH OF BURLINGTON 121.1-396.1
CONTACT BURLINGTON APPROACH CONTROL WEST OF LAKE CHAMPLAIN 126.3-360.8
FLIGHT RESTRICTION FROM SFC TO AND INCL 10,000 FEET MSL CONTINUOUS 1/27/80 THRU 3/1/80
FOR RADAR TRAFFIC ADVISORIES CONTACT BOSTON CENTER ON 126.55 or 282.2
TRSA
90/20
90/SURFACE
90/15
LAKE CHAMPLAIN
BURLINGTON INTL
BURLINGTON
Essex Jct
ST. ALBANS
FRANKLIN CO
BASIN HARBOR
PLATTSBURGH
CLINTON CO
PLATTSBURGH AFB
Keeseville
Willsboro
Au Sable Forks
LEWIS
ALERT AREA A-220
ELLENBURG DEPOT
REDFORD
Dannemora
Chazy Lake
Upper Chateaugay Lake
VERMONTVILLE
BRIEL LOM
LOCALIZER I-SLK
ADIRONDACK
Saranac Lake
LAKE PLACID
Lake Placid
Lower Saranac Lake
Upper Saranac Lake
Tupper Lake
Long Lake
COREYS
SEYMOUR MTN
LOON LAKE MTN
Meacham Lake
MALONE-DUFORT
MALONE
Brushton
MILITARY TRAINING ROUTE IR-800-801
MILITARY TRAINING ROUTE IR-700
MILITARY TRAINING ROUTE IR-700-800-801
MILITARY TRAINING ROUTE VR-724 -725
FALCON 3 MOA
V 91
V 104
V 141
V 202
V 203
V 220
V 96
V 487
V 489
V 490
V 14-487

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

TALLAHASSEE, FLORIDA
MUNICIPAL AIRPORT
FIELD ELEV 81' MSL


Commodore-Decatur
Bainbridge
Lake Seminole
Cairo-Grady Co
Thomasville Muni
V35-159
25NM
CONTACT TALLAHASSEE APPROACH CONTROL 128.7 OR 254.3
360°M
V7
20NM
V97
Mt. Pleasant
(Pvt)
V198
15NM
Lake Iamonia
Quincy Muni
Tallahassee Commercial
Lake Jackson
V198
Monticello
Lake Miccasukee
70
40
70
20
70
20
70
30
70
SFC
70
30
70
40
Lake Talquin
260°M
TALLAHASSEE MUNI
Telogia
5NM
110°M
V295
TYNDALL D MOA
V7W
70
15
V97
Aucilla River
15NM
TYNDALL E MOA
20NM
St. Marks National Wildlife Refuge
25NM
APALACHEE BAY
CONTACT TALLAHASSEE APPROACH CONTROL 120.8 OR 317.4
180°M
TYNDALL G MOA

LEGEND

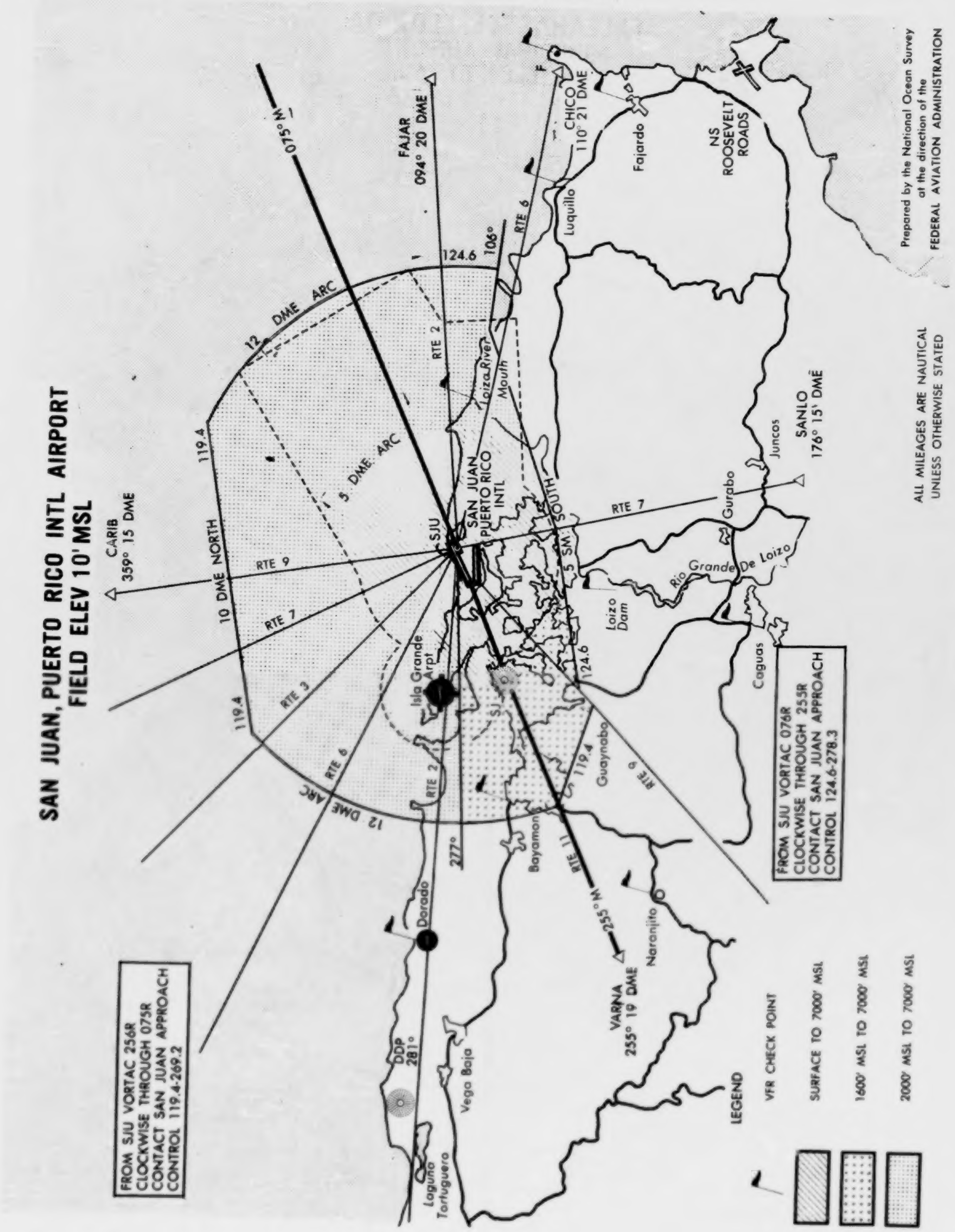
VFR CHECK POINT

70 CEILING IN HUNDREDS OF FEET MSL

20 FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)



SAN JUAN, PUERTO RICO INTL AIRPORT
FIELD ELEV 10' MSL

FROM SJU VORTAC 256R
CLOCKWISE THROUGH 075R
CONTACT SAN JUAN APPROACH
CONTROL 119.4-269.2

FROM SJU VORTAC 076R
CLOCKWISE THROUGH 255R
CONTACT SAN JUAN APPROACH
CONTROL 124.6-278.3

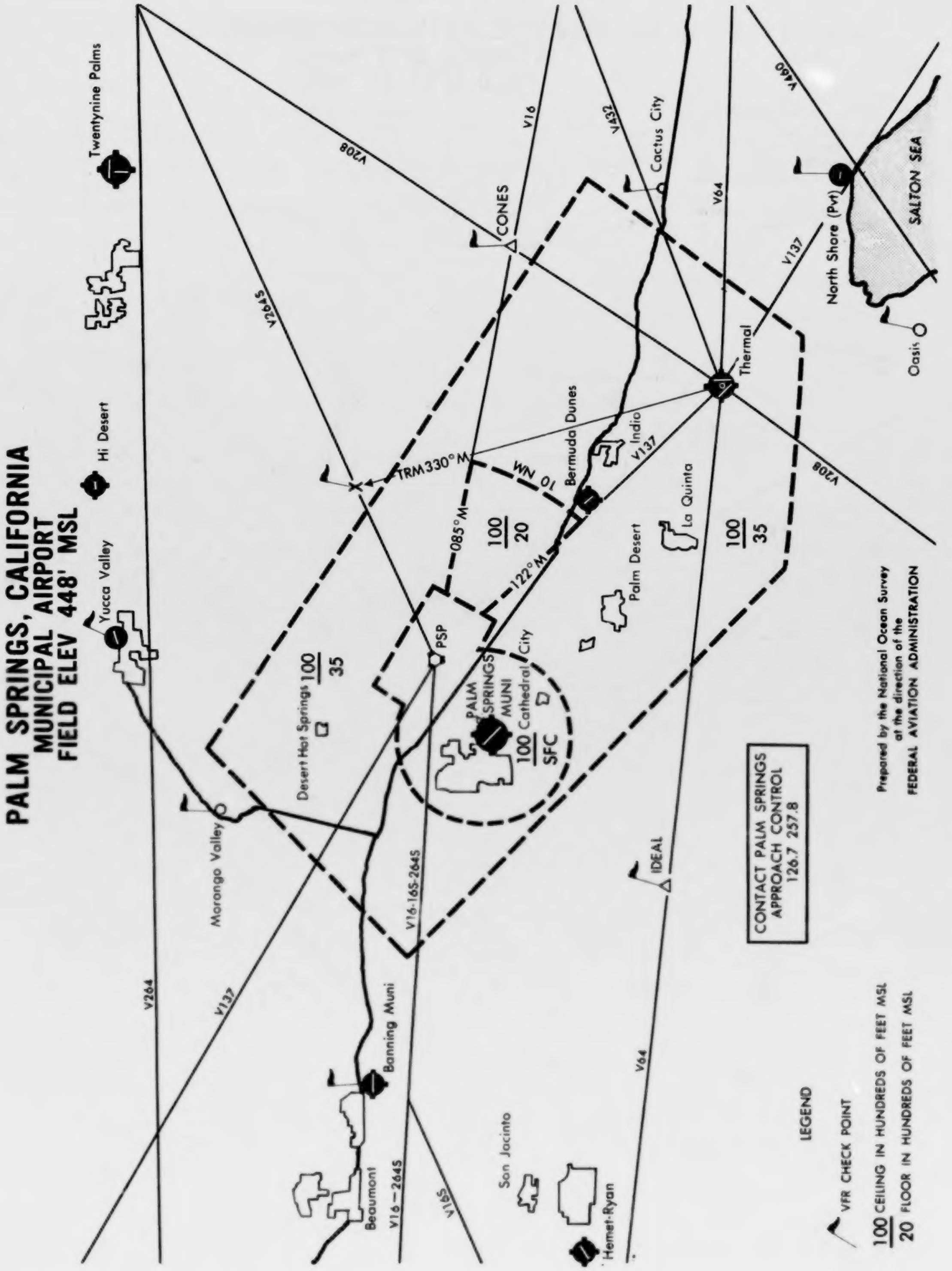
ALL MILEAGES ARE NAUTICAL
UNLESS OTHERWISE STATED

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

CARIB
359° 15 DME
FAJAR
094° 20 DME
CHICO
110° 21 DME
SANLO
176° 15' DME
VARNA
255° 19 DME
DDP
281°
075° M
255° M
106°
277°
12 DME ARC
10 DME NORTH
5 DME ARC
5 SM SOUTH
124.6
119.4
RTE 2
RTE 3
RTE 6
RTE 7
RTE 9
RTE 11
SJU
SAN JUAN PUERTO RICO INTL
Isla Grande Arpt
SJ
Loiza River Mouth
Luquillo
Fajardo
NS ROOSEVELT ROADS
Juncos
Gurabo
Rio Grande De Loizo
Loizo Dam
Caguas
Guaynabo
Bayamon
Naranjito
Dorado
Vega Baja
Laguna Tortuguero
LEGEND
VFR CHECK POINT
SURFACE TO 7000' MSL
1600' MSL TO 7000' MSL
2000' MSL TO 7000' MSL

(NOT TO BE USED FOR NAVIGATION)

PALM SPRINGS, CALIFORNIA
MUNICIPAL AIRPORT
FIELD ELEV 448' MSL


Twentynine Palms
Hi Desert
Yucca Valley
Morongo Valley
Desert Hot Springs
100/35
PSP
PALM SPRINGS MUNI
100/SFC
Cathedral City
Palm Desert
La Quinta
Bermuda Dunes
Indio
Thermal
Cactus City
CONES
IDEAL
North Shore (Pvt)
SALTON SEA
Oasis
Banning Muni
Beaumont
San Jacinto
Hemet-Ryan
TRM 330°M
10 NM
085°M
122°M
100/20
100/35
V208
V264S
V16
V432
V64
V137
V460
V264
V16-165-264S
V16–264S
V165
CONTACT PALM SPRINGS APPROACH CONTROL 126.7 257.8

LEGEND

VFR CHECK POINT

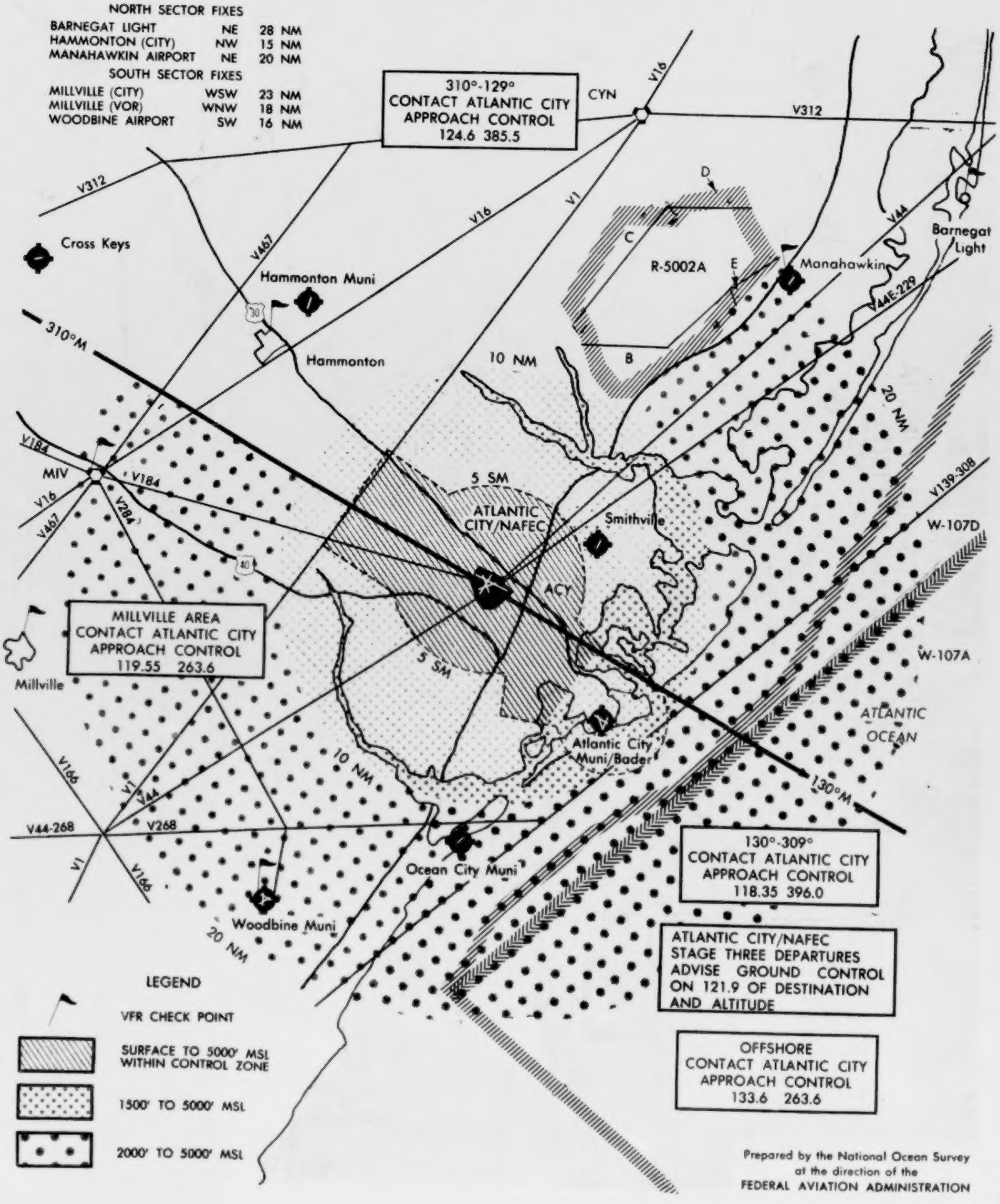
$\frac{100}{20}$ 100 CEILING IN HUNDREDS OF FEET MSL
20 FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey at the direction of the FEDERAL AVIATION ADMINISTRATION

17 DEC 1979

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY NAFEC
FIELD ELEV 76' MSL



NORTH SECTOR FIXES		
BARNEGAT LIGHT	NE	28 NM
HAMMONTON (CITY)	NW	15 NM
MANAHAWKIN AIRPORT	NE	20 NM
SOUTH SECTOR FIXES		
MILLVILLE (CITY)	WSW	23 NM
MILLVILLE (VOR)	WNW	18 NM
WOODBINE AIRPORT	SW	16 NM

310°-129°
CONTACT ATLANTIC CITY
APPROACH CONTROL
124.6 385.5

MILLVILLE AREA
CONTACT ATLANTIC CITY
APPROACH CONTROL
119.55 263.6

130°-309°
CONTACT ATLANTIC CITY
APPROACH CONTROL
118.35 396.0

ATLANTIC CITY/NAFEC
STAGE THREE DEPARTURES
ADVISE GROUND CONTROL
ON 121.9 OF DESTINATION
AND ALTITUDE

OFFSHORE
CONTACT ATLANTIC CITY
APPROACH CONTROL
133.6 263.6

CYN
V16
V312
V1
V467
V44
V4E-229
Barnegat Light
Cross Keys
Hammonton Muni
30
Hammonton
D
C
E
R-5002A
B
Manahawkin
310°M
10 NM
20 NM
V184
MIV
V16
V467
V284
40
5 SM
ATLANTIC CITY/NAFEC
Smithville
ACY
V139-308
W-107D
W-107A
ATLANTIC OCEAN
Millville
5 SM
Atlantic City Muni/Bader
10 NM
130°M
V166
V1
V44
V44-268
V268
Ocean City Muni
Woodbine Muni
20 NM

LEGEND

⚑	VFR CHECK POINT
▨	SURFACE TO 5000' MSL WITHIN CONTROL ZONE
░	1500' TO 5000' MSL
●	2000' TO 5000' MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

WASHINGTON NATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

DEPARTURES

JET AIRCRAFT – From take-off climb to 1500'. At 1500' reduce power to a target setting computed for hot day conditions at maximum gross take-off weight to give approximately 500' FPM climb. (In lieu of 1500' as the point of power reduction, the 2 mile DME fix* when departing northwest or northeast or the 3 mile DME fix* when departing south may be used). Maintain reduced power until past a 10 mile DME arc*. Upon reaching the 10 mile DME arc*, gradually increase power to normal climb settings. Follow the Potomac or Anacostia River routes described below unless otherwise advised by ATC.

ATC CLEARANCE TO "CONTINUE CLIMB" IN NO WAY ELIMINATES THE REQUIREMENT TO COMPLY WITH NOISE ABATEMENT PROCEDURES, EXCEPT THAT THE SPECIFIC ATC INSTRUCTION TO "EXPEDITE CLIMB" RELEASES THE PILOT FROM FURTHER COMPLIANCE WITH NOISE ABATEMENT PROCEDURES.

NORTHWEST – Potomac River to abeam Georgetown Reservoir thence continue over the river or via 325° Radial* until past the 10 mile DME arc.*

NORTHEAST – Anacostia River to the 5 mile DME fix*, continuing at reduced power past a 10 mile DME arc*.

SOUTH – Potomac River to the 5 mile DME fix*, continuing at reduced power past a 10 Mile DME arc*.

(*Washington (DCA) VOR/DME)

1-AND 2-ENGINE PROPELLER AIRCRAFT – Follow Potomac or Anacostia Rivers as appropriate. From take-off climb to 1500' prior to turning on course unless instructed to turn sooner by ATC.

4-ENGINE PROPELLER AIRCRAFT – Follow Potomac or Anacostia Rivers as appropriate. From take-off climb to 2000' prior to turning on course unless instructed to turn sooner by ATC.

ARRIVALS

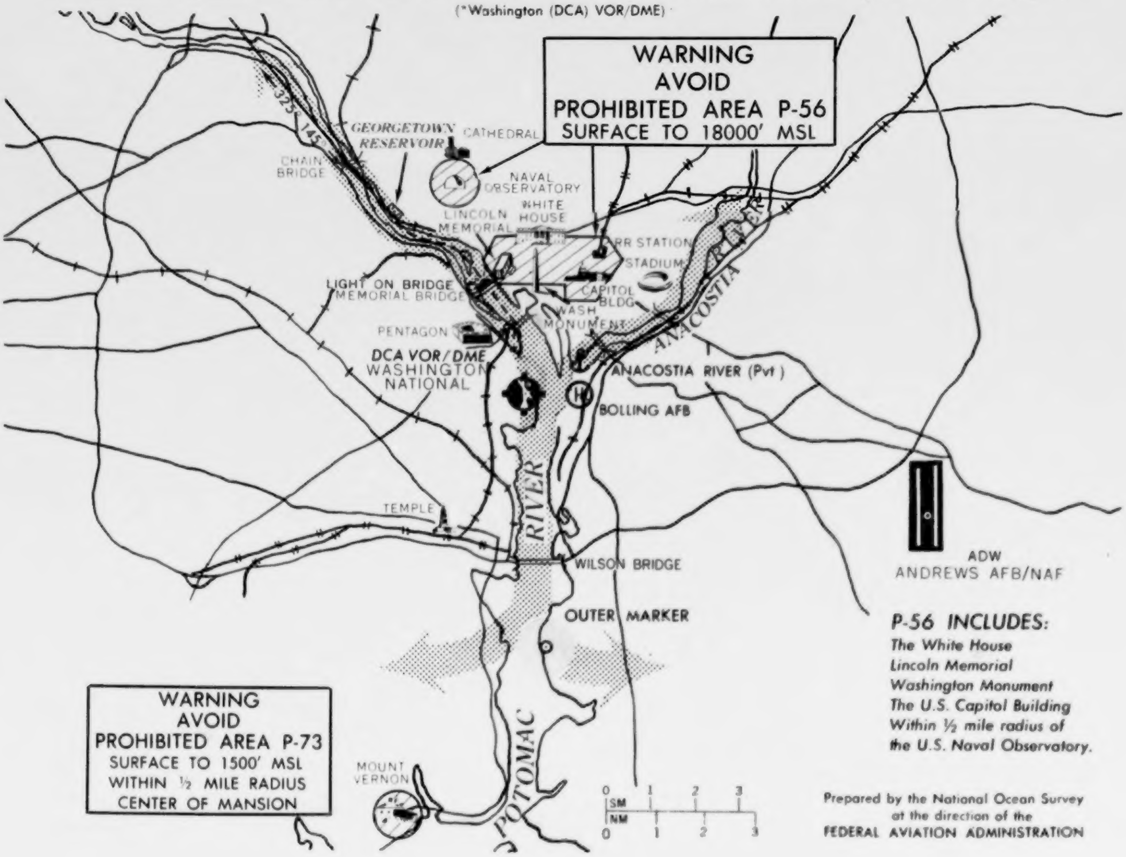
Aircraft shall be vectored so as to continue their approaches over the rivers while being spaced within the traffic flow.

Aircraft making IFR approaches from the northwest shall be cleared for a River Approach (Visual) when weather is 3500' and 3 miles or better. When so cleared, aircraft will visually follow the river to the airport or will proceed via final approach course of the I-ASO, LDA/VGS (145° inbound) or 325° radial* (145° inbound) to abeam Georgetown Reservoir or 4 mile DME fix*, then will visually follow the river to the airport.

A light on Memorial Bridge is installed to assist pilots in staying over the Potomac River during approaches from the northwest.

Aircraft making IFR approaches from the south shall be cleared for a Mount Vernon Approach (Visual) when weather is 3000' and 4 miles or better. When so cleared, aircraft will proceed inbound via 187° radial* (007° inbound) to abeam Oxon NDB or 5.6 DME fix*, then will visually follow the river to the airport.

(*Washington (DCA) VOR/DME)


WARNING
AVOID
PROHIBITED AREA P-56
SURFACE TO 18000' MSL
325
145
GEORGETOWN RESERVOIR
CATHEDRAL
CHAIN BRIDGE
NAVAL OBSERVATORY
LINCOLN MEMORIAL
WHITE HOUSE
RR STATION
STADIUM
LIGHT ON BRIDGE
MEMORIAL BRIDGE
CAPITOL BLDG
WASH MONUMENT
ANACOSTIA RIVER
PENTAGON
DCA VOR/DME
WASHINGTON NATIONAL
ANACOSTIA RIVER (Pvt)
H
BOLLING AFB
RIVER
TEMPLE
WILSON BRIDGE
ADW
ANDREWS AFB/NAF
OUTER MARKER
P-56 INCLUDES:
The White House
Lincoln Memorial
Washington Monument
The U.S. Capitol Building
Within ½ mile radius of the U.S. Naval Observatory.
WARNING
AVOID
PROHIBITED AREA P-73
SURFACE TO 1500' MSL
WITHIN ½ MILE RADIUS
CENTER OF MANSION
MOUNT VERNON
POTOMAC
0 1 2 3
SM
NM
0 1 2 3

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

JAN 2 3 1980

Item 431-C-5

TD 4.12/2:980/2
Hd.

dp

CLASS TWO NOTAMS

308-540
~~520~~

contin

9323

Notices to Airmen

January 24, 1980

Next Issue
February 7, 1980

VOICE RESPONSE SYSTEM
See page Special—1, 2

VORTEX ADVISORY SYSTEM
See page Special—3

EXPERIMENTAL RADAR SYSTEM
See page Special—4

1980 WINTER OLYMPIC
See page Special—5, 6, 7, 8

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

INFORMATION CURRENT AS OF JANUARY 10, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

NO NOTICES THIS ISSUE

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

ONTARIO INTL ARPT: Rwy 3–21 clsd. (12/79)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

COLORADO

PUEBLO MEMORIAL ARPT: ILS LOC/GS rwy 8L OTS thru Feb 28. (12/79)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt. ALS rwy 33 OTS.

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 130 ft AGL crane 1 1/4 NM SE AER 33 days. Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

CRYSTAL RIVER, CRYSTAL RIVER-HOMOSASSA AIR TERMINAL ARPT: Eff Feb 4 rwy 9–27 clsd until Apr 1980. (1/80)

TALLAHASSEE MUNI ARPT: RAIL rwy 18 OTS. (9/77)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78)

GEORGIA

BAXLEY MUNI ARPT: VASI rwy 25 OTS. (6/76)
BRUNSWICK, MALCOLM MCKINNON ARPT: Rwy lights rwy 15–33 OTS. (5/78)
REIDSVILLE ARPT: VASI rwy 11/rwy 29 OTS. (10/77)
ROME, RICHARD B. RUSSELL ARPT: Rwy 7–25 CLSD. (10/79)

IDAHO

NO NOTICES THIS ISSUE

ILLINOIS

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)
MT CARMEL MUNI ARPT: Rwy 4–22 now 4000 ft by 100 ft. (8/79)

INDIANA

FRENCH LICK: NDB "FRH" OTS thru Apr 30. (1/80)

IOWA

ALGONA MUNI ARPT: Rwy 18–36 3355 ft by 165 ft. Thr rwy 18 dsplcd 255 ft. (1/80)
ATLANTIC: NDB "AIO" unmon. (10/79)
CRESTON MUNI ARPT: Rwy 4–22 ft by 115 ft. (1/80)
SHENANDOAH MUNI ARPT: Arpt clsd acft over 12500 lbs. (4/79)
SIOUX CITY MUNI ARPT: NE 1000 ft rwy 4–22 clsd acft 12500 lbs and over. (4/79)
STORM LAKE MUNI ARPT: Rwy 13–31 3035 ft by 50 ft; thr rwy 13 dsplcd 200 ft. (1/80)

KANSAS

MANHATTAN MUNI ARPT: Rwy 3–21 clsd to acft above 110000 lbs excp PPR. (1/80)
MOLINE, ELK COUNTY ARPT: Rwy lights rwy 18–36 OTS. (9/79)

KENTUCKY

LEXINGTON, BLUE GRASS ARPT: Const on or adjacent to rwys and twys. Rwy 4–22 clsd 0015–0700. Rwy 8–26 (3500 ft) avbl when rwy 4–22 clsd excp when work affects their intersection. Daily NOTAMs will be issued concerning rwy availability. (9/78)
MURRAY-CALLOWAY COUNTY ARPT: Thr rwy 23 dsplcd 400 ft. (11/78)

LOUISIANA

BATON ROUGE, RYAN ARPT: ALS rwy 13 step 3 OTS. (11/78)

MAINE

NO NOTICES THIS ISSUE

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

BOSTON SPECIAL NOTICE: Low alt airway structure in proximity of Boston, Ma. is aligned to provide expeditious bypass routes for tfc overflying Boston. To avoid concentration of high performance dep/arr aircraft between hours 0800–2100L, pilots file airways beyond 40 NM from Boston VORTAC. A/C requesting IFR at and below 14,000 ft MSL within 40 NM of Boston can expect bypass routings to be assigned between hours 0800–2100L. Exception: Tfc operating between Maine and Cape Cod may use the HYA 353R TONNI V139 ENE and vice-versa.
FALL RIVER: Thr lights rwy 24 OTS. (1/80)
MARTHA'S VINEYARD ARPT: Rwy 6 for REIL key freq 122.60 5 times in 5 sec; REIL oper in conjunction with rwy lights. (1/80)
PALMER: NDB "PMX" OTS. (5/79)

MICHIGAN

ANN ARBOR MUNI ARPT: Rwy 12–30 now open for TKOF. (1/80)
BALDWIN MUNI ARPT: Rwy lights OTS. (6/78)
CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)
DAVISON_GENOVA ARPT: Rwy 8–26 3526 ft by 40 ft; thr rwy 26 dsplcd 450 ft. (1/80)
GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18–36 clsd. (11/78)
JACKSON COUNTY-REYNOLDS FLD ARPT: MALSR rwy 23 OTS thru Feb 7. (1/80)
SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)
WORTHINGTON MUNI ARPT: Rwy lights rwy 17–35 OTS. Rwy 17–35 CLSD. (9/79)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 and S 600 ft rwy 4–22 OTS. (7/79)

MISSOURI

MARYVILLE MEML ARPT: RWy 14–32 3500 ft by 60 ft. (1/80)

ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17–35 OTS and rwy clsd thru Jul 1. (1/80)

SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

LEWISTOWN MUNI ARPT: Thr rwy 25 dsplcd 2100 ft. (6/78)

SIDNEY-RICHLAND MUNI ARPT: Rwy 10 clsd lndg; rwy 28 clsd tkof. (11/78)

NEBRASKA

NORTH PLATTE, LEE BIRD FLD ARPT: Rwy 12L-30R cmsnd delayed/unsafe. (1/80)

NEVADA

ELKO MUNI-J.C. HARRIS FLD ARPT: VASI rwy 23 unusable byd 4 nautical miles. (1/80)

HAWTHORNE MUNI ARPT: SE 1200 ft rwy 5–23 clsd. (3/79)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80)

WOLFEBORO, LAKES REGION ARPT: Rwy lights OTS.

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd. (9/78) clsd. (9/78)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79)

LINDEN ARPT: Rwy 18–36 clsd. (9/78)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

SKI: NDB "SKX" OTS thru Jan 30 1980. (11/79)

NEW YORK

MASSENA, RICHARDS FLD ARPT: VASI rwy 23 and rwy 27 OTS. (11/79)

ONEONTA MUNI ARPT: For REIL and VASI for rwy 6 key freq 122.8 5 times. (1/80)

ROCHESTER-MONROE COUNTY ARPT: RCLS rwy 4–22 OTS. (12/77)

SKANEATELES, EMPIRE AERO-SERVICES ARPT: Arpt closed. (12/77)

WALLKILL KOBELT ARPT: Rwy lights east side rwy 3–21 OTS, loose gravel on rwy. (6/78)

NORTH CAROLINA

CLINTON SAMPSON COUNTY ARPT: Rwy lights OTS. (10/79)

GREENVILLE-PITT-GREENVILLE ARPT: Rwys 7–25 and 14–32 clsd until June 1. (1/80)

JACKSONVILLE-ALBERT J. ELLIS ARPT: REILS rwy 23 OTS. (12/78)

MT OLIVE MUNI ARPT; VASI rwy 22 OTS. (11/78)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

ASHLAND COUNTY ARPT: For rwy lights med and REIL and TRI-VASI on key freq 122.7 5 times in 5 sec; 3 additional times low intst and REIL off. (1/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

FINDLAY ARPT: RAIL rwy 7 and rwy 36. (1/80)

OKLAHOMA

GAGE MUNI ARPT: RWy 4–22 2980 ft by 150 ft. (1/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Rwy lights OTS. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

SCRANTON MUNI ARPT: Arpt clsd. (3/78)

STERLING, SPRING HILL AIRPARK: Arpt clsd tsnt acft. (5/78)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

NO NOTICES THIS ISSUE

SOUTH DAKOTA

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

PARIS, HENRY COUNTY ARPT: Unlgtd 712 ft twr 55 NM E. (8/79)

PULASKI, ABERNATHY FIELD: VASI rwy 15 OTS. (10/77)

UNION CITY, EVERETT-STEWART ARPT: Rwy 18–36 clsd single wheel 15000/over & Dual wheel 23000/over. (12/79)

TEXAS

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

HUNTSVILLE MUNI ARPT: N 400 ft rwy 18–36 clsd. (8/78) Thr rwy 36 dsplcd 600 ft. (7/79)

LAMESA MUNI ARPT: Thr rwy 24 dsplcd days only. (1/80)

LUBBOCK INT'L ARPT: Rwy 8–26 LGTS OTS excp Step High. (9/79)

NACOGDOCHES EAST TEXAS REGIONAL ARPT: Thr rwy 24 no longer dsplcd 300 ft.

PORT O'CONNOR ARPT: Arpt clsd. (7/78)

SAN ANTONIO INTL ARPT: ILS MM rwy 12R unmon. (8/79) Thr lights rwy 3L OTS.

UTAH

NO NOTICES THIS ISSUE

VERMONT

BURLINGTON INTL ARPT: RVV rwy 15 and 33 OTS. (1/80)

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)

DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)

HOPEWELL ARPT: Rwy lights rwy 15–33 and VASI rwy 8 and rwy 26 OTS. Rwy 8–26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78)

LAWRENCEVILLE/BRUNSWICK MUNI ARPT: Thr rwy 18 dsplcd 490 ft. (12/78)

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

ELKINS-RANDOLPH CNTY-JENNINGS RANDOLPH FLD ARPT: Rwy 13–31 clsd dusk-dawn; thr rwy 31 dsplcd 1400 ft. (1/80)

MARTINSBURG, EASTERN WEST VIRGINIA REGIONAL ARPT: Rwy 17–35 clsd acft over 12500 lbs excp PPR. (9/78)

WHEELING OHIO CO ARPT: Arpt clsd ACR excp 48 hour PPR. (8/78)

WISCONSIN

BURBUN: VOR "BUU" OTS thru Jan 31. (1/80)

JUNEAU DODGE COUNTY ARPT: For REILS key freq 122.7 5 times. (1/80) UNICOM freq 122.7.

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)

WAUPUN ARPT: Rwy 18–36 clsd. (3/76)

WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N14759	BL-30	Cream/Gld
N18356	BE-36 Bonanza	Wht/Red
N1839E	Aeronca 7AC	
N19765	C-177B Cardina	Red/Wht
N2078J	Cessna T 188C	Wht/Brw/Blk
N2103K	Piper PA-44–18	White
N2126S	Cessna T-210L	Grn/Brw
N216VS	BE-65 Queenair	
N21698	PA-28	Wht/Blu
N2670R	C-182	Wht/Brw
N2722T	Cessna 210 Tur	
N2889F	Cessna 182J	Wht/Yel
N3592W	Piper PA-32 C	
N39542	Turbo Piper La	Wht/Org
N4378A	Piper Super Cu	Red/Wht
N5042A	Bellanca CH9	Yel/Wht
N5219Y	Piper Aztec	Tan/Org
N54076	Piper Aztec	Blu/Wht/Grn
N5665Y	Piper Aztec	Blu
N5717Y	Piper Aztec	Org
N611-JD	C337 Skymaster	Wht/Brw
N6565S	C150	Red
N732DA	C-210	Wht/Red/Blu
N732YG	Cessna 210	Wht/Brw
N9028Y	Piper Navajo P	Wht/Org
N9661R	Beech D-50 Tw	
N9711	Beech Twin	Wht/Grn

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES *INDEX*

AK	Bob Baker Meml	A
AK	Shungnak	A
AK	Point Hope	A
AK	Cape Sarichef	A
AK	Gustavus	A
LZ	Prescott Muni	A
CA	San Diego, Brw Fld	A
CA	Lake Tahoe	B
CA	Long Beach/ Daugherty Fld	C
CA	Stockton Metro	B
CA	Brw Fld Muni	A
CA	Inyoker-Kern County	A
KS	Manhattan Muni	B
LA	Monroe Reg.	C
MT	Dawson	L
NE	Eppley Airfield	C
TX	Gregg County	A
TX	Wm. P. Hobby	A

CESSNA AIRCRAFT FLD ARPT: Only rwy 17L-34R open to public. (1/80)

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/26 JANUARY 10, 1980

EAST CENTRAL

ILLINOIS

FDC 9/1475 FI/T (3HA) LANSING MUNI CHICAGO IL. VOR-A AMDT 3 TAKEOFF MINIMUMS RWYS 9 18 27 AND 36 200FT CEILING AND 1 MILE VIS.

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

FDC 9/1799 FI/T (SPI) CAPITAL, SPRINGFIELD IL. NDB RWY 4 AMDT 14 SI MDA 1100 FT/HAT 508 FT ALL CATS VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CATS A, B AND C MDA 1100 FT HAA 503 FT CAT D MDA 1180 FT/HAA 583 FT. RNAV RWY 4 AMDT 3 SI MDA 1060 FT/HAT 468 FT ALL CATS VIS CAT C RVR 4000. CIRCLING CAT A MDA 1060 FT/HAA 463 FT. PROC DATA NOTE CHANGE TO READ; HORIZONTAL DIST MDA TO MAP ON GS 1.35 NM. RADAR-1 AMDT 2 ASR SI RWY 4 MIN ALT AT 2 MI RADAR FIX 1060 FT.

FDC 9/2072 FI/T (CPS) BI-STATE PARKS, EAST ST LOUIS, IL. ILS RWY 30 ORIG MIN ALT ACORE INT/OM 2000 FT. MIN GS INTERCEPT ALT 2000 FT. GS ALT AT ACORE INT/OM 1997 FT MM 653 FT. GS ANGLE 2.85 DEG. TCH 41 FT. NDB RWY 30 AMDT 11 MIN ALT OCCAM INT 2000 FT.

FDC 9/2110 FI/T (GBG) GALESBURG MUNI GALESBURG IL. ILS RWY 2 AMDT 1. ALL TERMINAL ROUTES AND PROC TURN NA. RADAR REQUIRED. MISSED APCH CLIMB TO 1200 FT. THEN CLIMBING RIGHT TURN TO 2600 FT. VIA BRL R-061 TO VICKS INT AND HOLD NW RIGHT TURNS 131 DEG INBOUND.

INDIANA

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

FDC 9/2073 FI/P (BMG) MONROE COUNTY, BLOOMINGTON, IN. VOR RWY 6 AMDT 12 MIN ALT BMG R-235/4 DME 1600 FT/FROM 10 DME/. VOR RWY 17 AMDT 7 CHG MIN ALT BMG R-345/4 DME 1600 FT/FROM 10 DME/. THIS IS VOR RWY 6 AMDT 13 AND VOR RWY 17 AMDT 8.

MICHIGAN

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1864 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 3 DUAL VOR/ RADAR MINIMA NA.

FDC 9/1881 FI/T DME REQUIRED FOR THE FOLLOWING PROCS. (86G) LADA PETERSBURG MI VOR-A AMDT 1. (0G9) SALEM SALEM MI VOR-A AMDT 2. (1G2) NATIONAL WESTLAND MI VOR-A AMDT 4. (1D2) METTETAL PLYMOUTH MI VOR-A AMDT 4. (ARB) ANN ARBOR MUNI ANN ARBOR MI VOR RWY 24 AMDT 6. (2G5) GROSSE ILE MUNI DETROIT/GROSSE ILE MI VOR-A AMDT 1.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

FDC 9/1945 FI/T (MKG) MUSKEGON COUNTY, MUSKEGON MI. VOR-A (TAC) AMDT 14, VOR/DME RWY 5 AMDT 5, LOC BC RWY 14 AMDT 3, ILS RWY 32 AMDT 10, NDB RWY 32 AMDT 5, LOC RWY 23 AMDT 1 RADAR-1 AMDT 5 AND RNAV RWY 14 AMDT 4 CIRCLING MINS CAT D MDA 1220 FT/HAA 592 FT.

FDC 9/2003 FI/T (IWD) GOGEBIC COUNTY, IRONWOOD, MI. VOR RWY 9 AMDT 8 PROC TURN 259 DEG OUTBOUND. FAC 079 DEG. STEPDOWN FIX IS IWD R-259/4 DME. VOR/DME RWY 27 AMDT 4 PROC TURN 103 DEG OUTBOUND. FAC 283 DEG. STEPDOWN FIX IS IWD R-103/3 DME.

FDC 9/2022 FI/T (D95) DUPONT-LAPEER LAPEER MI. VOR-A AMDT 8 DELETE CAT D MINIMUMS.

FDC 9/2155 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 3L AMDT 3, NDB RWY 3L AMDT 5, RADAR-1 AMDT 12 ASR RWY 3L MISSED APCH CLIMB TO 3000 FT DIRECT DW LOM AND HOLD NE RIGHT TURNS 213 DEG INBOUND. ILS RWY 21R AMDT 14, NDB RWY 21R AMDT 7, RADAR-1 AMDT 12 ASR RWY 21R MISSED APCH CLIMB TO 3000 FT DIRECT DT LOM AND HOLD SW LEFT TURNS 033 DEG INBOUND. ILS RWY 27 AMDT 4, NDB RWY 27 AMDT 5, RADAR-1 AMDT 12 ASR RWY 27 MISSED APCH CLIMBING LEFT TURN TO 3000 FT DIRECT CRL VORTAC AND HOLD SW LEFT TURNS 055 DEG INBOUND.

# FDC 9/2176 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. CORRECT US GOVT CHART L-12 AND L-23 CHANGE ILS BACK COURSE W OF KENT COUNTY INTL TO FRONT COURSE I-CYZ FREQ 108.3 MHZ. JAKES INT REMAINS SAME EXCEPT BACK COURSE NOW BECOMES FRONT COURSE I-CYZ FREZ 108.3 MHZ TO KENT COUNTY INTL.

# FDC9/2187 FI/T /CAD/ WEXFORD COUNTY CADILLAC MI. NDB RWY 25 AMDT 1 SI RWY 25 AND CIRCLING MDAS 2020 FT/ HAT /HAA 715 FT ALL CATS. VIS SI RWY 25 AND CIRCLING CAT A B 1 MI. CAT C 2 MI. CAT D 2 1/4 MI.

OHIO

FDC 9/1515 FI/T (MNN) MARION MUNI, MARION, OH. NDB RWY 12 AMDT 5 TERM RTES FROM UPPER SANDUSKY, CRAFT AND GRINDELL INTS TO THE MNN NDB ARE UNUSABLE.

FDC 9/2049 FI/T (SGH) SPRINGFIELD MUNI, SPRINGFIELD, OH. NDB RWY 24 AMDT 10 DELETE TRML RTE MECAN INT TO CCJ NDB. VOR RWY 6 AMDT 3 AND VOR RWY 24 AMDT 3 DELETE MECAN INT TO SGH VOR.

FDC 9/2057 FI/P (4G4) YOUNGSTOWN ELSER METRO, NORTH LIMA, OH. VOR-A ORIG PROC DATA NOTES. ADD NOT AUTHORIZED FOR PRACTICE APPROACHES. THIS IS VOR-A AMDT 1.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

FDC 9/2063 FI/P (SUW) RICHARD I. BONG SUPERIOR WI. NDB RWY 31 ORIG PROCEDURES CANCELLED.

NORTHEAST

CONNECTICUT

FDC 9/1473 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. RADAR-1 AMDT 5. SI ASR RWY 33 MDA 520 FT ALL CATS.

FDC 9/1935 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 6 AMDT 26 PROCEDURE TURN OUTBOUND ALTITUDE 2800 FT. MIN GS INTERCEPT ALTITUDE 2300 FT. SI LOC RWY 6 MDA 820 FT HAT 647 FT ALL CATS VIS RVR 6000 FT CT C, 1 1/2 MILES CAT D. CIRCLING MDA 820 FT HAA 647 FT CATS A/B/C VIS 1 3/4 MILES CAT C, 3 MILES CAT D. ILS ALTERNATE MINS 700–2 CAT A/B/C, 900–3 CAT D. LOC ALTERNATE MINS 900–3 CAT D. NDB RWY 6 AMDT 22 PROCEDURE TURN OUTBOUND ALTITUDE 2800 FT.

DELAWARE

FDC 9/1436 FI/T (ACY) NAFEC ATLANTIC CITY ATLANTIC CITY NJ. VOR RWY 4 AMDT 11. VOR RWY 31 AMDT 11 MISSED APPROACH; CLIMBING RIGHT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. VOR RWY 13 AMDT 1 MISSED APPROACH; CLIMBING LEFT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. ILS RWY 13 ORIG CLIMB TO 500 THEN CLIMBING LEFT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. RADAR-1 AMDT 11; MISSED APPROACH RWYS; 4, 26, 31 CLIMBING RIGHT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD; RWY 8 CLIMB TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD, RWY 13, 22 CLIMBING LEFT TURN TO 2300 VIA ACY R-090 TO SMITS INT/11 DME AND HOLD. HOLD EAST LEFT TURNS, 270 INBOUND. SMITS DESCRIPTION CYN R-179 AND ACY R-090/11.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

#FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

FDC 9/1998 FI/T (MLT) MILLINOCKET MUNI MILLINOCKET ME. IFR TAKEOFF MINIMUMS RWY 11/16 STANDARD RWY 29 400–1 RWY 34 300–1.

#FDC 9/2178 FI/P /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME CORRECT US GOVT AL 329. ILS RWY 11 AMDT 16 SI ILS VIS RVR 2400 ALL CATS SI LOC VIS RVR 2400 CATS A/B RVR 4000 CATS C/D. NDB RWY 11 AMT 13 SI VIS RVR 4000 CATS A/B/C RVR 6000 CAT D.

MARYLAND

#FDC 9/2190 FI/P /2W2/ CLEARVIEW AIRPARK WESTMINSTER MD. VOR-A AMDT 1. DELETE PROC NA AT NIGHT. ADD ACTIVATE LIRL RWY 13–31 122.8. THIS IS AMDT 2.

MASSACHUSETTS

#FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1953 FI/T (PVC) PROVINCETOWN MUNI PROVINCETOWN MA. SDF RWY 7 AMDT 1 PROC NA.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2061 FI/T (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 3. TERMINAL ROUTE RVH VORTAC TO SQUIRE LOM NA. ADD TERMINAL ROUTE CCC VORTAC TO SQUIRE LOM CRS/DIST 111/11 ALT 1700 FT.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

FDC 9/2167 FI/T (MGJ) ORANGE COUNTY, MONTGOMERY, NY. LOC RWY 3, AMDT 2, AUTO PILOT COUPLED APPROACHES NOT AUTHORIZED.

PENNSYLVANIA

#FDC 0/9 FI/T /AVP/ WILKES-BARRESCRANTON INTL, WILKES-BARRE-SCANTON, PA. ILS RWY 4 AMDT 27 RADAR REQUIRED. ILS RWY 22 ORIG RADAR-1 AMDT 8 ASR RWY 22 MISSED APPROACH; CLIMB RUNWAY HEADING TO 4000 FT THEN TURN LEFT DIRECT TO AVP VORTAC AND HOLD SOUTH, RIGHT TURNS, 010 DEG INBOUND.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

FDC 9/2121 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4 SI ILS RWY 8 DH 1000 FT HAT 657.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

#FDC 0/015 FI/T /CHO/ CHARLOTTESVILLE ALBEMARLE VA. ILS RWY 3 AMDT 5 DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR CATEGORY C AND D AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE.

FDC 8/1044 FI/T (LNP) LONESOME PINE WISE VA. NDB RWY 24 ORIG PROCEDURE NOT AUTHORIZED.

FDC 8/1860 FI/T (SHD) SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 2. GLIDE SLOPE UNUSABLE BELOW 1484 FT MSL. SI ILS RWY 4. DH 1484 FT HAT 301 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY, ALL CATS VIS INCREASED 1/2 MILE WHEN MALSR INOPERATIVE.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/656 FI/T (LVL) LAWRENCEVILLEBRUNSWICK MUNI LAWRENCEVILLE VA. VCR-A AMDT 3 PROC NA.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/1909 FI/T (PTG) LEE COUNTY PENNINGTON CAP VA. NDB RWY 7 AMDT 1 NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 9/1987 FI/T (3I2) MASON COUNTY, POINT PLEASANT, WV. VOR/DME-A ORIG MISSED APPROACH POINT HNN R-344/ 9.7 DME.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1780 FI/T (M99) SALINE COUNTY, BENTON, AR. VOR-A AMDT 4, PROCEDURE NA AT NIGHT.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

#FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

#RDC 9/2186 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/, NEW ORLEANS, LA. LOC BC RWY 19 AMDT 5 AND RADAR-1 ASR RWY 19 AMDT 10, SI RWY 19 MDA 400. IFR DEPARTURE PROCEDURE RWY 5 200 FT. CEILING AND VIS 1 MILE.

NEW MEXICO

FDC 9/1540 FI/T (ONM) SOCORRO MUNI SOCORRO NM. VOR/DME-A ORIG NA.

OKLAHOMA

FDC 9/1682 FI/T (CSM) CLINTON-SHERMAN, CLINTON, OK. VOR RWY 35L, AMDT 3. SI MDA ALL CATS 2320 FT.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

#FDC 9/2185 FI/T /OK33/ SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1367 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11. NDB RWY 3R AMDT 34. ILS RWY 12R AMDT 7. RADAR-1 AMDT 21. RNAV 30L AMDT 6. CIRCLING MDA CAT A B C 1340 HAA 531.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1788 FI/T (BPT) JEFFERSON COUNTY BEAUMONT/PORT ARTHUR TX. IFR TAKEOFF MINIMUMS/DEPARTURE PROCEDURES. FAR 135 AUTHORIZATION RWY 12 RVR 2400.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/1957 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11 SI ILS RWY 3R DH 1084 FT HAT 300 FT VIS 1 MILE ALL CATS. SI LOC RWY 3R VIS 1 MILE CATS A/B/C. RADAR-1 AMDT 21 SI ASR RWY 3R VIS 1 MILE CATS A/B/C. TAKEOFF MINS RWY 3R VIS 1 MILE FAR 135.

FDC 9/2010 FI/T (CLL) EASTERWOOD FIELD COLLEGE STATION TX. LOC BC RWY 16 AMDT 5 NA.

FDC 9/2024 FI/T (DWH) DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 5 CIRCLING MDA CAT B AND C 620FT.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FDC 9/1836 FI/T (12J) BREWTON MUNI, BREWTON, AL. VOR RWY 30 AMDT 3. NSE VOR R-022 AND R-044 DESCRIBING FIDELIS INT AND ROYCE INT NA.

FLORIDA

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1012 FI/T (MLB) MELBOURNE REGIONAL MELBOURNE FL. LOC BC RWY 27 AMDT 2 SI-27 MDA 460 FT HAT 434 FT ALL CATS. VIS CAT C 11/4 MILES CAT D 11/2 MILES.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

#FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

#FDC 9/2174 FI/T /MCO/ ORLANDO INTERNATIONAL, ORLANDO FL. ILS RWY 18R, ORIG NA.

#FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

#FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

#FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

#FDC 0/26 FI/T /GVL/ LEE GILMER MEMORIAL. GAINESVILLE AG. NDB RWY 4 AMDT 3 NA.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/794 FI/T (RMG) RICHARD B. RUSSELL ROME, GA. NDB-A ORIG, VOR/DME RWY 18 AMDT 1, VOR/DME RWY 36 AMDT 2 WHEN LOCAL ALTIMETER NOT AVAILABLE PROCEDURE NA.

FDC 9/984 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTL ATLANTA GA. ILS RWY 8 AND ILS RWY 8 CAT II AMDT 51 DISTANCE TO THRESHOLD FROM 150 FT HAT 1797 FT, GS ANTENNA 1300 FT. GS ALTITUDE AT CHINN INT 5000 FT, STUMP INT 3745 FT. OM 2761 FT, MM 1252 FT AND IM 1126 FT TCH 56 FT.

FDC 9/1609 FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTNL ATLANTA GA. IFR DEPARTURE PROCEDURE RWY 27L CLIMB RUNWAY HEADING TO 1300 FT BEFORE TURNING LEFT.

FDC 9/1648 FI/P V437 FROM SAVANNAH GA. VORTAC TO CHARLESTON SC. VORTAC MOCA 1400 FT.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

FDC 9/1478 FI/T (CVG) GREATER CINCINNATI, COVINGTON, KY. ILS 18 AMDT 11 MISSED APCH CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND. DELETE PROC DATA NOTE AUTOPILOT COUPLED APCHS NA BELOW 1565 FT MSL. NDB RWY 18 AMDT 11 AND RADAR-1 AMDT 18 MISSED APCH RWY 18 CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND.

FDC 9/1569 FI/T (M25) MAYFIELD GRAVES COUNTY, MAYFIELD, KY. VOR/DME-A AMDT 1. MDA 1080 FT HAT 555 FT CATS A/B/C.

FDC 9/1797 FI/T (128) ASHLAND-BOYD COUNTY ASHLAND KY. VOR RWY 10 AMDT 4 SI RWY 10 MDA 1400 FT/HAT 854 FT ALL CATS. CIRCLING MDA 1400 FT/HAA 854 FT CAT A B AND C MDA 1420 FT/HAA 874 FT CAT D. SI AND CIRCLING VIS CAT A 1 MI, CAT B 1 1/4 MI CAT C 2 1/2 MI, CAT D 2 3/4 MI.

FDC 9/1942 FI/T (FGX) FLEMING-MASON, FLEMINGSBURG, KY. NDB RWY 25 ORIG SI RWY 25 MDA 1440 FT/HAT 525 ALL CATS, VIS CAT A AND B 1 MI, CAT C 1 1/2 MI, CAT D 1 3/4 MI. CIRCLING MDA 1440 FT HAA 525 FT CAT A/B/C. MDA 1480 FT/HAA 565 FT CAT D. VIS CAT A AND B 1 MI, CAT C 1 1/2 MI, CAT D 2 MI. PROC DATA NOTE OBTAIN LOCAL ALSTG ON UNICOM 122.8. WHEN NOT AVAILABLE USE CINCINNATI, OH, ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200–1 REQUIRED.

FDC 9/2089 FI/T (CVG GREATER CINCINNATI INTL COVINGTON KY. ILS RWY 9R AMDT 7 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 9R AMDT 6 SI 9R MDA 1380 FT/HAT 509 FT ALL CATS. VIS SI 9R CAT C 1 MI. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 18 AMDT 11 SI LOC 18 MDA 1220 FT/HAT 347 FT ALL CATS. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 18 AMDT 11 SI 18 MDA 1380 FT/HAT 507 FT ALL CATS. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 36 AMDT 27 SI LOC 36 MDA 1320 FT/ HAT 470 FT ALL CATS. VIS SI LOC 36 CAT C RVR 4000 FT CAT D RVR 5000 FT. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/ HAA 469 FT CAT C MDA 1380 FT/ HAA 489 FT. NDB RWY 36 AMDT 25 SI 36 MDA 1400 FT/HAT 550 FT ALL CATS. VIS SI 36 CAT D 1 1/2 MI. CIRCLING CAT A/B/C MDA 1400 FT/ HAA 509 FT. ILS RWY 27L AMDT 5 CIRCLING CAT A MDA 1340 FT/ HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. RADAR-1 AMDT 18 SI 9R MDA 1260 FT/ HAT 389 FT ALL CATS. SI 18 MDA 1260 FT/HAT 387 FT ALL CATS SI 27L MDA 1280 FT/HAT 405 FT ALL CATS. SI 36 MDA 1320 FT/HAT 470 FT ALL CATS. CIRCLING CAT A MDA 1340/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 9/2162 FI/T (6M5) HANCOCK AIRFIELD HAWESVILLE KY. NDB-A AMDT 1 CIRCLING MDA 1180 FT/HAA 780 FT ALL CATS. VIS 11/2 MI CAT B 21/4 MI CAT C AND 21/2 MI CAT D.

FDC 9/2163 FI/T (2I0) MADISONVILLE MUNI MADISONVILLE KY. VOR RWY 23 AMDT 5 SI RWY 23 MDA 840 FT/HAT 402 FT CAT A/B/C. CAT D NA. VIS 1 MI CAT A/B/C. CIRCLING MDA CAT A 880FT/HAA 442 FT CAT B/C MDA 900FT/ HAA 462 FT CAT D NA. VIS 1 MI CAT A/B. 11/2 MI CAT C. PROC DATA NOTE CHG TO READ OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.8. WHEN NOT AVAILABLE USE EVANSVILLE INDIANA ALTIMETER SETTING AND INCREASE ALL MDAS 180FT.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

FDC 9/1510 FI/T (HBG) HATTIESBURG MUNI, HATTIESBURG, MS. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF MINIMUMS RWY 31. STANDARD; RWY 13, 400–1 OR STANDARD WITH MINIMUM CLIMB OF 250 FT/NM TO 500 FT. (625 FT PER MINUTE AT 150K; 833 FT PER MINUTE AT 200K.)

FDC 9/1943 FI/T (GPT) GULFPORTBILOXI REGIONAL, GULFPORT, MS. ILS RWY 13 AMDT 7. CORRECT US GOVT CHART AL-576. S-LOC-13 VIS CAT C 3/4 MILE.

FDC 9/2047 FI/T (MMS) SELFS, MARKS, MS. NDB RWY 2 AMDT 2. TERMINAL ROUTE MINOR INT TO MARKS NDB 092/3.4.

NORTH CAROLINA

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1283 FI/T (ISO) EASTERN REGIONAL JETPORT AT STALLINGS FIELD KINSTON NC. ILS RWY 4 AMDT 6 SI ILS RWY 4 DH 376FT HAT 282FT ALL CATS.

FDC 9/1517 FI/T (EWN) SIMMONS-NOTT NEW BERN, NC. LOC RWY 4 AMDT 1. MARINE CHERRY POINT, NC. RADAR REQUIRED.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5,8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 9/910 FI/T (GMU) GREENVILLE DOWNTOWN GREENVILLE SC. TAKEOFF MINIMUM RWY 9 200–1 MON THRU FRI 1100 to 0100Z.

FDC 9/1648 FI/P V437 FROM SAVANNAH GA. VORTAC TO CHARLESTON SC. VORTAC MOCA 1400 FT.

FDC 9/1697 FI/P (GSP) GREENVILLESPARTANBURG GREER, SC. CORRECT US GOVT SE VOLUME-2 CHANGE PORTION IFR TAKEOFF MINIMUMS FOR RWY 3 TO READ RVR 2400 FAR 135 AUTHORIZATION.

TENNESSEE

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

FDC 9/2004 FI/T (FYM) FAYETTEVILLE MUNI, FAYETTEVILLE TN. NDB RWY 1 AMDT 3 NA.

FDC 9/2119 FI/T (CHA) LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS RWY 14 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230/NM TO 1700.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/1769 CORRECTION TO US GOVERNMENT LOW ALTITUDE CHART L3 PANEL C EFFECTIVE OCTOBER 4 1979. VORTAC IDENT (POM) FREQ 110.4 CHANGE NAME TO POMONA VICE PARADISE.

FDC 9/1807 CORRECT US GOVERNMENT LOW ALTITUDE CHART L-3 PANEL C. POM VORTAC CHANGE ASSOCIATED FSS PARADISE TO ONTARIO. PDZ VORTAC CHANGE TO THIN LINE BOX AND ADD ASSOCIATED FSS ONTARIO. ADD ONTARIO FSS IDENT ONT AND FREQUENCIES 123.65 122.6 122.1R AT ONTARIO INTL AIRPORT. CORRECT US GOVERNMENT LOW ALTITUDE AREA CHART A-2 PANEL F. PDZ VORTAC CHANGE TO THIN LINE BOX AND ADD ASSOCIATED FSS ONTARIO. ADD ONTARIO FSS IDENT ONT AND FREQUENCIES 123.65 122.6 122.1R AT ONTARIO INTL AIRPORT.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2126 FI/P (FUL) FULLERTON MUNI FULLERTON CA. VOR-A AMDT 2 CORRECT US GOVT CHART AL-5136 MISSED APPROACH ALT 1500 WHEN AUTHORIZED BY ATC. NOTE 3 APPLIES TO DUAL VOR/DME OR RADAR MINIMA ONLY.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15–33 – 122.8.

COLORADO

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

UTAH

FDC 9/414 FI/T (CNY) CANYONLANDS FIELD MOAB UT. VOR/DME RWY 33 ORIG NA.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000–360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/1734 FI/T (FOD) FORT DODGE MUNI FORT DODGE, IA. VOR/DME RWY 30 AMDT 6 SI MDA 1500 FT HAT 367 FT ALL CATS.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

FDC 9/1824 FI/T (MHK) MANHATTAN MUNI MANHATTAN KS. VOR-H AMDT 9 CIRCLING MDA 1680 FT ALL CATS VIS CAT D 1 3/4 MILES VOR RWY 3 AMDT 11 CHANGE CAUTION NOTE TO READ CAUTION EXTENSIVE MILITARY TRAFFIC. VFR AIRCRAFT CONTACT MARSHALL TOWER 126.2 VOR ADVISORIES AT LUIUZ INT. ILS RWY 3 ORIG CHANGE CAUTION NOTE TO READ CAUTION EXTENSIVE MILITARY TRAFFIC. VFR AIRCRAFT CONTACT MARSHALL TOWER 126.2 FOR ADVISORIES AT RAMZE INT.

FDC 9/1970 FI/T (MHK) MANHATTAN MUNI MANHATTAN, KS ILS RWY 3 ORIG MISSED APCH CLIMB TO 1500 FT THEN CLIMBING RIGHT TURN TO 3000 FT VIA MHK R-138 TO ALMAS INT AND HOLD.

FDC 9/2046 FI/T (MHK) MANHATTAN MUNI, MANHATTAN KS. VOR-H AMDT 9 DUAL VOR OR ADF RECEIVER REQUIRED. ASHLA INT MHK VOR R-138/FRI VOR R-042/195 BEARING FROM MQD NDB.

FDC 9/2112 FI/P (KCK) FAIRFAX MUNI KANSAS CITY KS. LOC RWY 35 ORIG DISTANCE FAF TO MAP 5.0 NM. MISSED APPROACH 5.0 MILES AFTER PASSING KEMPE INT/MKC 13.6 DME/RADAR OR AT MKC 8.6 DME. THIS IS LOC RWY 35 AMDT 1.

MINNESOTA

FDC 9/1833 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS, MN ILS RWY 31 AMDT 5 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 9/1896 FI/T (Y25) GATEWAY NORTH INDUSTRIAL ANOKA, MN. VOR RWY 33 ORIG REDESIGNATED AS VOR RWY 34 ORIG.

FDC 9/1920 FI/T EFFECTIVE IMMEDIATELY V367 BETWEEN INL VORTAC AND US/CANADIAN BORDER MEA 3000 FEET.

FDC 9/1938 FI/P (ONA) WINONA MUNI-MAX CONRAD FIELD, WINONA, MN. MLS RWY 29 (INTERIM) AMDT 1 CANCELLED.

FDC 9/2035 FI/T (LXL) LITTLE FALLS-MORRISON COUNTY, LITTLE FALLS, MN. NDB RWY 30 AMDT 1 ALL SI MDA AND CIRCLING CATS A, B AND C MDA 1980 FT.

FDC 9/2039 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS, MN. ILS RWY 31 AMDT 5, NDB RWY 31 AMDT 5, VOR RWY 31 AMDT 12, VOR/DME OR TACAN RWY 31 AMDT 1, VOR RWY 13 AMDT 9, LOC/DME BC RWY 13 AMDT 4. 3-STEP HIRL RWY 13–31–122.8. CONTACT HIB FSS FOR MALSR RWY 31.

FDC 9/2069 FI/T (MSP) MINNEAPOLISST PAUL INTL/WOLD-CHAMBERLAIN/, MINNEAPOLIS, MN. NDB RWY 29L AMDT 21 SI 29L MDA 1440 FT ALL CATS. CAT C VIS RVR 6000 FT. CIRCLING MDA 1460 FT ALL CATS, CIRCLING CAT C VIS 1 3/4 MI. NDB RWY 29R AMDT 9 SI 29R MDA 1440 FT ALL CATS, CAT C VIS 1 3/4 MI. CIRCLING MDA 1460 FT ALL CATS, CIRCLING CAT C VIS 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC 29R MDA 1380 FT ALL CATS, CIRCLING MDA 1380 FT CAT A, B, C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

FDC 9/2139 FI/T (HIB) CHISHOLDHIBBING HIBBING MN. TKOF MINS RWYS 4 22 31 STANDARD RWY 13 200–1 OR STANDARD WITH MIN CLIMB OF 267 FT/NM TO 1500 FT/668 PER MINUTE AT 150 K, 890 FT PER MINUTE AT 200 K/.

#FDC 9/2177 FI/T /CKN/ CROOKSTON MUNIKIRKWOOD FLD. CROOKSTON MN VOR RWY 31 AMDT 1 PROC NA.

MISSOURI

#FDC 0/011 FI/T /COU/ COLUMBIA REGIONAL, COLUMBIA, MO. LOC BC RWY 20 AMDT 6 PROC NA.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2107 FI/P (MCI) KANSAS CITY INTERNATIONAL KANSAS CITY MO. ILS RWY 19 AMDT 2 CAT II NOT AVAILABLE. THIS IS ILS RWY 19 AMDT 3.

FDC 9/2116 FI/P (COU) COLUMBIA REGIONAL MO. LOC BC RWY 20 AMDT 5. TERMINAL ROUTE IAF WIPOR 24.6 DME TO LYRAH INT 15.5 DME NA. THIS IS LOC BC RWY 20 AMDT 6.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 9/665 FI/T (BFF) SCOTTS BLUFF COUNTY SCOTTSBLUFF NE. VOR/DME RWY 5 ORIGINAL MIN ALT CUSHY 10 DME (FAF) 5800 FT. TERMINAL ROUTE 17 DME ARC TO CUSHY 10 DME ALT 5800 FT. STRAIGHT IN MINS NA.

FDC 9/1285 FI/T (OFK) KARL STEFAN MEMORIAL NORFOLK NE. VOR RWY 19 AMDT 1. ALL SI AND CIRCLING MDAS 2200FT.

SOUTH DAKOTA

FDC 9/1720 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG (US ARMY) MINIMUM ALTITUDE RAP NDB (FAF) 4600 FT.

FDC 9/1732 FI/T (FSD) JOE FOSS FIELD SIOUX FALLS, SD. NDB RWY 3 AMDT 16: ILS RWY 3 AMDT 19; ILS RWY 21 ORIG: VOR RWY 15 AMDT 11: VOR/DME OR TACAN RWY 33 AMDT 2; RADAR-1 AMDT 2; CAT D CIRCLING MDA 2040, HAA 612.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

WASHINGTON

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

FDC 9/2115 FI/P (PSC) TRI-CITIES PASCO WA. VOR RWY 30 AMDT 5. CORRECT US GOVT CHART AL-474. ALW VOR FREQ 116.4.

WYOMING

FDC 9/2085 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE CYS, WY. VORTAC 004 DEGREE RADIAL AT 29 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FT ABOVE GROUND LEVEL. EFFECTIVE TIMES 301600 THRU 302200. DENVER IS COORDINATING FLIGHT SERVICE STATION.

ALASKA

#FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 7/1452 FI/T FEDERAL AIRWAY AMBER-1 AMDT 4 SKWENTNA ALASKA NDB TO PUNTILLA LAKE ALASKA NDB NOT AUTHORIZED.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

GENERAL

FDC 9/118 FI/T (BTT) BETTLES BETTLES, AK. NDB-A AMDT 6 LOC/DME RWY 1 AMDT 1 VOR RWY 1 (TAC) AMDT 2 3 STEP MALSR RWY 1–123.6.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE-DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

FDC 9/2090 CORRECTION TO U.S. GOVERNMENT AREA CHART A-2 PANEL F /DENVER/ EFFECTIVE 29 NOV 1979. CHANGE HOLDING PATTERN WIGGI INT /V-220/ TO READ RIGHT TURN 260 RAD FROM AKO VORTAC.

# FDC 9/2189 FI/T ALL USERS OF THE US GOVT INSTRUMENT APPROACH PROCEDURES BOUND VOLUME DATED 27 DEC 1979 US SOUTH CENTRAL VOL 1 OF 2 FOR THE STATES OF ARKANSAS LOUISIANA AND OKLAHOMA. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES PAGE XII WAS INADVERTENTLY PUBLISHED INCORRECTLY AS DATA FOR STATE OF MICHIGAN. PLEASE RETAIN YOUR PREVIOUS BOUND VOLUME FOR THIS PUBLICATION UNTIL A REPRINT OF PAGE XII IS RECEIVED.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S— "Do you want more information,
answer yes or no?"

P— Y; # #

S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1–1, Z as 1–3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA–250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

EXPERIMENTAL RADAR SYSTEM HAZARD
MOSCOW/CARATUNK, SOMERSET COUNTY, MAINE
October 1979 to June 1981
NOTAM

The U.S. Air Force will operate an Experimental Radar System transmitter located in Moscow/Caratunk, Somerset County, Maine on an intermittent basis approximately 40 hours per week during the period October 1979 to June 1981.

The transmitter will operate FM/CW between 6.75 and 21.85 megaHertz. The transmitted energy will create a hazard zone to aircraft which are carrying electro-explosive devices (EEDS) and to high frequency radios aboard aircraft. Aircraft should avoid penetrating the volume of airspace beginning at the antenna located 45°10′25″ North; 69°51′40″ West; extending one mile along boresite (46.5°T), up to 5,000 above the terrain and ½ mile either side of boresite.

All aircraft are cautioned to avoid this area below an altitude of 6500′ MSL within 2 nautical mile radius.

SPECIAL NOTICE

SPECIAL AIR TRAFFIC PROCEDURES FOR 1980 WINTER OLYMPIC GAMES, FEBRUARY 13, 1980 THROUGH FEBRUARY 24, 1980

Due to the large volume of traffic expected in the Saranac Lake, New York, area during the 1980 Winter Olympic Games, the following special procedures and a special Federal Aviation Regulation are provided:

ADIRONDACK AIRPORT INFORMATION

Temporary Control Tower: Adirondack Tower will be commissioned at Adirondack Airport from January 3, 1980, through March 1, 1980. The tower will operate on a 24-hour basis from February 4, 1980, through February 25, 1980. Other operating hours will be 16 hours between 0700 and 2300.

Adirondack Tower Frequencies:

Local	125.5/257.6	MHz
Ground	121.9	MHz

Automatic Terminal Information Service (ATIS): Pertinent arrival and departure information will be broadcasted on 124.15 MHz during the operation hours of Adirondack Tower.

Departure/Arrival Delays at Adirondack Airport: Expect to encounter some arrival/departure delays at Adirondack Airport due to projected traffic volume; runway acceptance rates; limited airport ramp/parking space; and seasonal weather conditions that are forecasted to be 70 percent IFR.

Lake Placid Temporary Flight Restriction (TFR): The TFR is that airspace extending from the surface to and including 10,000 feet MSL in a circular area whose radius is 8½ statute miles and centered at latitude 44°16′35″N, longitude 73°57′16″W. The TFR will be effective from January 27, 1980, through March 1, 1980, through March 1, 1980. Unless otherwise required or authorized by ATC, flight is prohibited within the TFR.

Filing IFR Flight Plans to Depart Adirondack Airport (SLK): Pilots should file IFR plans at least 2 hours prior to estimated time of departure to preclude possible delay in receiving a departure clearance. You are urged not to depart VFR and request IFR clearance after departure as lengthy delays in receiving the airborne IFR clearance could be imposed due to traffic saturation.

Two Standard Instrument Departures, (OLYMP 1 and GAAME 1), have been developed with appropriate transitions. All IFR departures from Adirondack Airport can expect to be cleared, depending on the active runway, via one of these departures. IFR Flight Plan routings should be filed consistent with published SIDs/Transitions.

IFR Arrivals to Adirondack Airport: Pilots are asked to file IFR Flight Plans from point of departure to Adirondack Airport. Air filing in the Adirondack area will definitely result in a lengthy delay in receiving an IFR approach clearance.

Approach Control Service: Boston Center will provide approach control service to the Adirondack Airport on the following frequencies: 126.55–282.2. Radar service is not available from 3,000 feet MSL to the surface.

Radar Traffic Information for VFR Arrivals: Expanded radar service is available to the extent possible by Boston Center on 126.55/282.2 MHz.

VFR Arrival Procedures: Pilots of VFR flights arriving at Adirondack Airport should contact Adirondack Tower on 125.5/257.6 MHz 15 to 20 miles from SLK. All inbound VFR flight plan cancellations should be directed to Massena FSS by phoning or calling on 122.1 and listening on 111.2 MHz (SLK VOR). When cancelling, please give these three (3) items:

1. Aircraft ident.
2. Departure point.
3. Actual destination.

Temporary FSS, at Adirondack Airport and Burlington International Airport: Massena FSS will establish a pilot briefing desk in Adirondack Airport Terminal Building. The briefing desk will not be staffed; however, four (4) direct TELCO lines to Massena FSS will be available on a 24-hour basis for pilot briefings and the handling of VFR/IFR Flight Plans.

Montpelier FSS will establish a temporary facility at Burlington International Airport. This facility will be located in the Air North Terminal Building, and will be staffed on a 24-hour basis from February 5, 1980, to March 2, 1980.

Direction Finder (DF) Service is available at Massena and Montpelier FSSs.

REMEMBER TO CANCEL—SEARCH AND RESCUE OPERATIONS SHOULD NOT BE WASTED.

VFR Departure Procedures: Departure information will be broadcasted on ATIS 124.15 MHz. Adirondack ground control may be contacted on 121.9 MHz.

ADDITIONAL INFORMATION

Lake Placid, New York, Airport: The Lake Placid Airport will be restricted as a VFR Heliport and used solely

by helicopters involved directly with the 1980 Winter Olympic Games. Airport closure January 27, 1980–March 1, 1980.

Burlington Approach Control: Stage III service will be provided within the Burlington TRSA on the following frequencies:

West of Lake Champlain	126.3–360.8
North of Airport, East of Lake Champlain	119.2–353.8
South of Airport, East of Lake Champlain	121.1–396.1

High Density Traffic Area: All types of aircraft, including jets and helicopters will be operating within a 30-nautical mile radius of SLK VOR.

Adirondack Airport Reservation System: The 1980 Winter Olympics is expected to generate significant amounts of complex air activity in addition to normal airport operations. Adirondack Airport experiences 70 percent IFR Weather conditions during February, and will be a single runway (6500′) operation during the Olympics resulting in limited arrival capacity. In addition, airport area available for loading and unloading passengers and aircraft parking will be limited. To serve the civil aviation needs of the public, reduce air traffic and airport congestion, and consistent with limited airport facilities, the airport operator has therefore established the following special procedures.

Olympic Control Numbers: All aircraft operations are requested to obtain an Olympic Control number for operating at Adirondack Airport between January 27, 1980, at 0800 EST and February 29, 1980, at 2200 EST. Olympic Control Numbers will be allocated on an hourly basis. The intent is to provide a flow control method that will meter air traffic in and out of Adirondack Airport at a rate consistent with the maximum number of aircraft which can be safely and efficiently accommodated at the airport.

An Olympic Control Number may be requested by calling 518–891–5500. The requests must be confirmed within ten (10) working days. Such confirmation should be addressed to:

Olympic Control Number
P.O. Box 687
Saranac Lake, New York 12983

The confirmation must contain the aircraft identification/registration number, services required at Adirondack Airport, anticipated length of stay, operator's name and address, date and time of requested arrival, and subsequent departure. The requestor shall submit with their confirmation a non-refundable landing fee, and if parking is requested, the parking fee for the first eight (8) hours of parking on the airport. Such parking reservation will be required for any aircraft anticipating a stay beyond 30 mintues on Adirondack Airport. Reservations for operating at the airport will not be accepted after December 31, 1979.

Under VFR conditions an Olympic Control Number will be assigned for those spaces available by telephoning 518–891–5500 up to eight (8) hours prior to arrival at Adirondack Airport.

An approved Olympic Control Number does not guarantee landing at Adirondack Airport, nor does it constitute a warranty against traffic delays. Lengthy delays may still occur and diversion to alternate airports should be considered. Failure to secure an Olympic Control Number will result in increased landing fees, and may result in denial of aircraft parking and/or other ground accommodations by the airport operator.

SPECIAL FEDERAL AVIATION REGULATION NO. 42

This Special Federal Aviation Regulation was adopted to provide for the safe and efficient use of the airspace and the safety of persons and property on the ground for the 1980 Winter Olympics. This regulation will be in effect from January 27 through March 1, 1980, for the following:

1. Unless otherwise authorized or required by ATC, no person may, within the Plattsburgh (New York) Air Force Base Airport Traffic Area, operate an aircraft to or from the Clinton County Airport unless two-way radio communication is established and maintained between that aircraft and the Plattsburgh Air Force Base Tower.

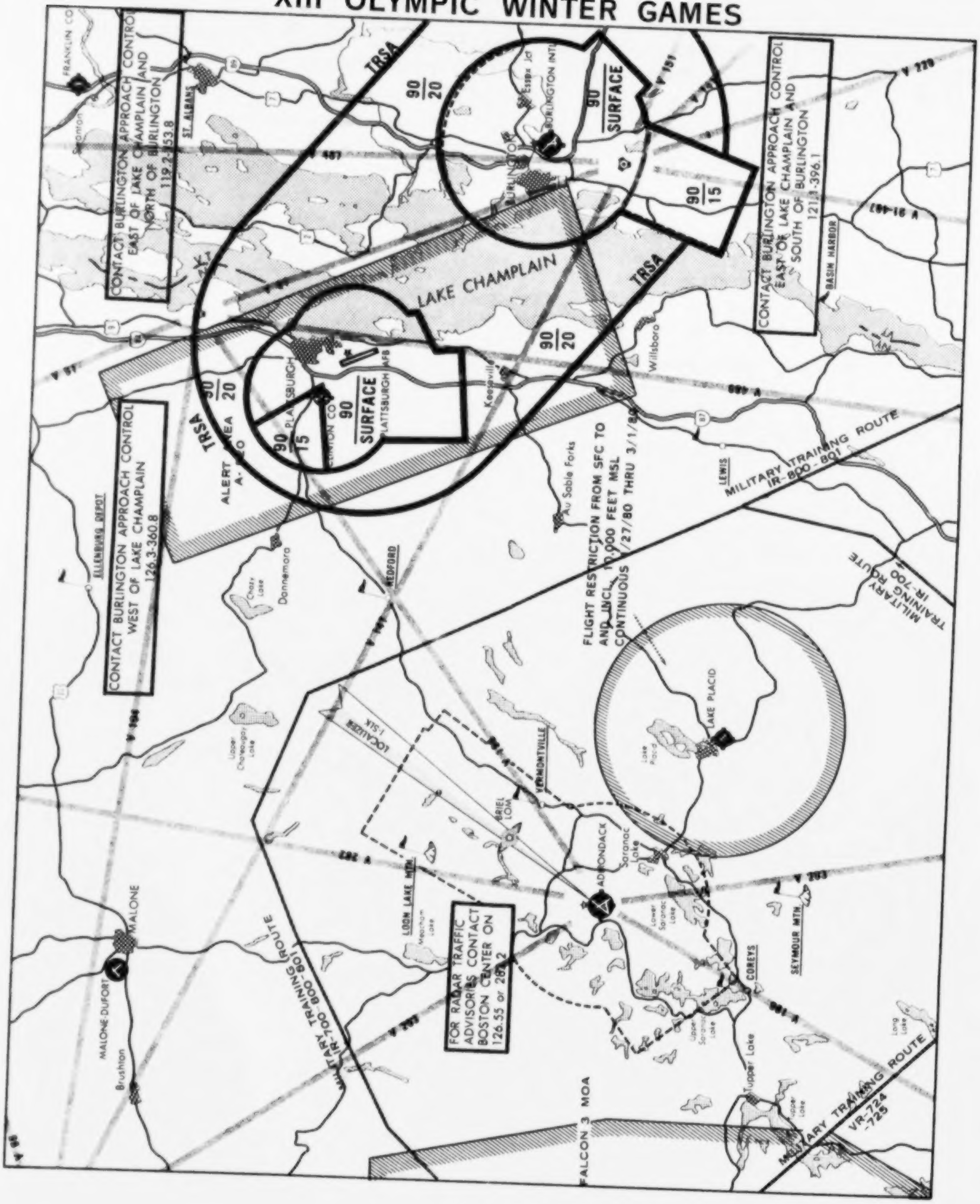
2. Unless otherwise authorized or required by the Boston Air Route Traffic Control Center, no person may operate an aircraft at or below an altitude of 10,000 feet MSL in that area within 8½ statute miles of the point located at latitude 44°16′35″N and longitude 73°57′16″W (approximately 1½ statute miles east-northeast of Lake Placid Airport, New York).

If necessary, regulatory Notices to Airmen (NOTAMs) may be issued during the effective period of this SFAR to extend or modify the temporary flight restriction or communication requirement established under this regulation.

GRAPHIC NOTICE

(NOT TO BE USED FOR NAVIGATION)

XIII OLYMPIC WINTER GAMES


CONTACT BURLINGTON APPROACH CONTROL EAST OF LAKE CHAMPLAIN AND NORTH OF BURLINGTON 119.2-353.8
CONTACT BURLINGTON APPROACH CONTROL EAST OF LAKE CHAMPLAIN AND SOUTH OF BURLINGTON 121.1-396.1
CONTACT BURLINGTON APPROACH CONTROL WEST OF LAKE CHAMPLAIN 126.3-360.8
FOR RADAR TRAFFIC ADVISORIES CONTACT BOSTON CENTER ON 126.55 or 285.2
FLIGHT RESTRICTION FROM SFC TO AND INCL. 10,000 FEET MSL CONTINUOUS 2/27/80 THRU 3/1/80
TRSA
90/20
90/15
90 SURFACE
LAKE CHAMPLAIN
BURLINGTON
BURLINGTON INTL
Essex Jct
ST. ALBANS
FRANKLIN CO
Swanton
PLATTSBURGH
PLATTSBURGH AFB
CLINTON CO
ALERT AREA A-220
Keeseville
Willsboro
BASIN HARBOR
Au Sable Forks
LEWIS
MILITARY TRAINING ROUTE IR-800-801
MILITARY TRAINING ROUTE IR-700
MILITARY TRAINING ROUTE VR-724-725
ELLENBURG DEPOT
Dannemora
Chazy Lake
REDFORD
LAKE PLACID
Lake Placid
VERMONTVILLE
LOCALIZER I-SLK
BRIEL LOM
ADIRONDACK
Saranac Lake
Lower Saranac Lake
Upper Saranac Lake
Upper Chateaugay Lake
LOON LAKE MTN
Meacham Lake
MALONE
MALONE-DUFORT
Brushton
COREYS
SEYMOUR MTH
Tupper Lake
Long Lake
FALCON 3 MOA
V 220
V 151
V 91-141
V 487
V 91
V 489
V 104
V 293
V 203
V 98

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CLASS TWO NOTAMS

Notices to Airmen

February 7, 1980

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VORTEX ADVISORY SYSTEM
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NAR
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SUN 'N' FUN FLY IN
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SIOUX TRSA
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WICHITA TRSA
See page Special—14

UNICOM FREQ
See page Special—15

SIGHTSEEING NIAGARA FALLS
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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart, departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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INFORMATION CURRENT AS OF JANUARY 24, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

EVERGREEN, MIDDLETON FLD ARPT: Rwy lights rwy 18–36 OTS thru Feb 1980. (1/80)

MONTGOMERY, DANNELLY FLD ARPT: ATIS freq 121.3 hours 0600–2300. (12/79+2/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

ARKADELPHIA MUNI ARPT: Rwy 4–22 4045 ft by 50 ft. (2/80)

BENTON, SALINE COUNTY ARPT: UNICOM freq 122.8; thr rwy 18 dsplcd 365 ft. (2/80)

CONWAY MUNI ARPT: Rwy 18–36 3255 ft by 60 ft; thr rwy 18 dsplcd 100 ft; thr rwy 7 dsplcd 535 ft. (2/80)

CROSSETT MUNI ARPT: Thr rwy 23 dsplcd 100 ft. (2/80)

MALVERN MUNI ARPT: UNICOM freq 122.8. (2/80)

MC GEHEE MUNI ARPT: Rwy 18–36 3015 ft by 50 ft MIRL. (2/80)

MONTICELLO MUNI ARPT: Rwy 3–21 3820 ft by 75 ft MIRL. (2/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

WARREN MUNI ARPT: Rwy 3–21 3820 ft by 50 ft. (2/80)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

BANNING MUNI ARPT: Thr rwy 26 dsplcd 600 ft. (2/80)

CARLSBAD, PALOMAR ARPT: For MALSF rwy 24 key freq 118.6 7 times in 5 sec hi; 5 times in 5 sec med; 3 times in 5 sec low intst. (2/80)

DELANO MUNI ARPT: Rwy 14–32 now 14R-32L HIRL; rwy 14L-32R 3500 ft by 50 ft. (2/80)

HAWTHORNE MUNI ARPT: LOC rwy 25 OTS thru Sep 30. (2/80)

ONTARIO INTL ARPT: Thr rwy 7 dsplcd 1030 ft; UNICOM 122.95. (2/80)

SAN FERNANDO ARPT: Thr rwy 1 dsplcd 105 ft. (2/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

SANTA MARIA PUBLIC ARPT: UNICOM 122.95. (2/80)

TULARE MUNI ARPT: ATCT eff Feb 11–15, 1600Z-2400Z daily local control 119.5 ground control 121.8 no radio equipped acft right tfc watch for light. (2/80)

COLORADO

MONTE VISTA, SANTA LUIS VALLEY ARPT: For rwy lights key freq 121.7 then voice activated. (2/80)

PUEBLO MEMORIAL ARPT: ILS LOC/GS rwy 8L OTS thru Feb 28. (12/79)

YUMA MUNI ARPT: Rwy 17–35 3675 ft by 40 ft. (2/80)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt. ALS rwy 33 OTS.

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

NEW HAVEN, TWEED-NEW HAVEN ARPT: VOR "HVN" OTS Mar 1 thru Jun 15. (1/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

CRYSTAL RIVER, CRYSTAL RIVER-HOMOSASSA AIR TERMINAL ARPT: Rwy 9–27 clsd until Apr 1980. (1/80)

ORMOND BEACH: VOR "OMN" unusable 277–017 deg byd 90NM above 18000 until Apr 24. (2/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78) RAIL rwy 18 OTS. (9/77)

TAMPA INTL ARPT: Rwy 18R first 1100 ft clsd from 0600–1730 Mon-Sat. (2/80)

GEORGIA

BAXLEY MUNI ARPT: VASI rwy 25 OTS. (6/76)

GRIFFIN-SPALDING CO ARPT: For rwy lights 2400–0600 key freq 122.8 7 hi; 5 me; 3 low intst. (2/80)

REIDSVILLE ARPT: VASI rwy 11/rwy 29 OTS. (10/77)

IDAHO

POCATELLO MUNI ARPT: Rwy 7–25 and 16–34 clsd acft over 12500 lbs. (2/80)

ILLINOIS

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)

SPRINGFIELD, CAPITAL ARPT: MALSR rwy 22. (2/80)

INDIANA

BLOOMFIELD, SHAWNEE FLD ARPT: Rwy 18–36 3960 ft by 250 ft. (2/80)

ELKHART MUNI ARPT: Rwy 17–35 4001 ft by 75 ft. (2/80)

FRENCH LICK: NDB "FRH" OTS thru Apr 30. (1/80)

IOWA

ALGONA MUNI ARPT: Rwy 18–36 3355 ft by 165 ft. Thr rwy 18 dsplcd 255 ft. (1/80)

ATLANTIC: NDB "AIO" unmon. (10/79)

CRESTON MUNI ARPT: Rwy 4–22 ft by 115 ft. (1/80)

ESTHERVILLE: VOR "EST" unusbl 315–335. (2/80)

SIOUX CITY MUNI ARPT: NE 1000 ft rwy 4–22 clsd acft 12500 lbs and over. (4/79)

STORM LAKE MUNI ARPT: Rwy 13–31 3035 ft by 50 ft; thr rwy 13 dsplcd 200 ft. (1/80)

KANSAS

EMPORIA: RCO freq 122.55. (2/80)

PRATT MUNI ARPT: Rwy 17–35 5520 ft by 100 ft; thr rwy 29 dsplcd 880 ft. (2/80)

KENTUCKY

LEXINGTON, BLUE GRASS ARPT: Const on or adjacent to rwys and twys. Rwy 4–22 clsd 0015–0700. Rwy 8–26 (3500 ft) avbl when rwy 4–22 clsd excp when work affects their intersection. Daily NOTAMs will be issued concerning rwy availability. (9/78)

MURRAY-CALLOWAY COUNTY ARPT: Thr rwy 23 dsplcd 400 ft. (11/78)

LOUISIANA

BATON ROUGE, RYAN ARPT: ALS rwy 13 step 3 OTS. (11/78)

WELSH ARPT: Rwy 9–27 2800 ft by 75 ft. (2/80)

MAINE

NO NOTICES THIS ISSUE

MARYLAND

SALISBURY-WICOMICO COUNTY ARPT: Rwy 9–27 permly clsd. (1/80)

MASSACHUSETTS

BOSTON SPECIAL NOTICE: Low alt airway structure in proximity of Boston, Ma. is aligned to provide expeditious bypass routes for tfc overflying Boston. To avoid concentration of high performance dep/arr aircraft between hours 0800–2100L, pilots file airways beyond 40 NM from Boston VORTAC. A/C requesting IFR at and below 14,000 ft MSL within 40 NM of Boston can expect bypass routings to be assigned between hours 0800–2100L. Exception: Tfc operating between Maine and Cape Cod may use the HYA 353R TONNI V139 ENE and vice-versa.

FALL RIVER: Thr lights rwy 24 OTS. (1/80)

MARTHA'S VINEYARD ARPT: Rwy 6 for REIL key freq 122.60 5 times in 5 sec; REIL oper in conjunction with rwy lights. (1/80)

PALMER: NDB "PMX" OTS. (5/79)

MICHIGAN

ANN ARBOR MUNI ARPT: Rwy 12-30 now open for TKOF. (1/80)

CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)

DAVISON-GENOVA ARPT: Rwy 8-26 3526 ft by 40 ft; thr rwy 26 dsplcd 450 ft. (1/80)

FLINT, BISHOP ARPT: Rwy 5-23 lighted SW 4549 ft. (1/80)

GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18-36 clsd. (11/78)

LAMBERTVILLE, TOLEDO SUBURBAN ARPT: Rwy 9-27 now 3258 by 50; thr rwy 27 dsplcd 200 ft. (2/80)

SAWYER: VOR "SAW" unusbl 230-275 deg. (2/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

AITKIN MUNI ARPT: Rwy 16-34 plowed winter months. (2/80)

BAUDETTE: VOR "BDE" monitored. (2/80)

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS, FLYING CLOUD ARPT: Thr rwy 27L dsplcd 200 ft. (1/80)

LITCHFIELD MUNI ARPT: UNICOM 122.8. (2/80)

MINNEAPOLIS-ST PAUL INTL/WOLDCHAMBERLAIN ARPT: ILS rwy 4 GS unusbl MM inbound. (2/80) Rwy 22 MALSR. (2/80)

MORRIS: VOR "MOX" oper unrestricted. (2/80)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 and S 600 ft rwy 4-22 OTS. (7/79)

JACKSON: VOR "JAN" unusble byd 80 NM 18000/above until Apr 24. (2/80)

MC COMB-PIKE COUNTY-JOHN E. LEWIS FLD ARPT: LOC rwy 15 OTS until Jun 30. (2/80)

MISSOURI

MARYVILLE MEML ARPT: Rwy 14-32 3500 ft by 60 ft. (1/80)

ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17-35 OTS and rwy clsd thru Jul 1. (1/80)

SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

NORTH PLATTE, LEE BIRD FLD ARPT: Rwy 12L-30R cmsnd delayed/unsafe. (1/80)

NEVADA

ELKO MUNI-J.C. HARRIS FLD ARPT: VASI rwy 23 unusable byd 4 nautical miles. (1/80)

HAWTHORNE MUNI ARPT: SE 1200 ft rwy 5-23 clsd. (3/79)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 OTS. (1/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd. (9/78)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9-27 clsd. (8/79)

LINDEN ARPT: Rwy 18-36 clsd. (9/78)

MANVILLE, KUPPER ARPT: UNICOM now 122.7; for rwy lights after 2230 key freq 121.8 5 sec; lights remain on 15 min. (2/80)

NEWARK INTL ARPT: Thr rwy 4L dsplcd 724 ft; thr rwy 4R dsplcd 1189 ft. (2/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

GALLUP, SENATOR CLARKE FLD ARPT: UNICOM now 122.95. (2/80)

RATON, CREWS FLD ARPT: Rwy 2-20 now 5500 by 75; arpt now open nights.

NEW YORK

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

MASSENA, RICHARDS FLD ARPT: VASI rwy 23 and rwy 27 OTS. (11/79)

ONEONTA MUNI ARPT: For REIL and VASI for rwy 6 key freq 122.8 5 times. (1/80)

POUGHKEEPSIE, DUTCHESS COUNTY ARPT: Clsd ACR 2330-0730 wkday and wkend excp 1 hour PPR. (2/80)

ROCHESTER-MONROE COUNTY ARPT: RCLS rwy 4-22 OTS. (12/77)

SKANEATELES, EMPIRE AERO-SERVICES ARPT: Arpt closed. (12/77)

WALLKILL KOBELT ARPT: Rwy lights east side rwy 3-21 OTS, loose gravel on rwy. (6/78)

NORTH CAROLINA

CLINTON SAMPSON COUNTY ARPT: Rwy lights OTS. (10/79)

GREENVILLE-PITT-GREENVILLE ARPT: Rwys 7-25 and 14-32 clsd until June 1. (1/80)

JACKSONVILLE-ALBERT J. ELLIS ARPT: REILS rwy 23 OTS. (12/78)

MT OLIVE MUNI ARPT; VASI rwy 22 OTS. (11/78)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2-20 clsd nights. (11/78)

OHIO

ASHLAND COUNTY ARPT: For rwy lights med and REIL and TRI-VASI on key freq 122.7 5 times in 5 sec; 3 additional times low intst and REIL off. (1/80)

BUCKEYE: VOR "BUD" OTS until FEb 29. (2/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

FINDLAY ARPT: RAIL rwy 7 and rwy 36. (1/80)

MCGUIRE: VOR "MGY" unusbl 195-215 all alt. (2/80)

YOUNGSTOWN MUNI ARPT: ILS GS rwy 14 unusbl below 1440 ft. (2/80)

OKLAHOMA

CLINTON SHERMAN ARPT: Rwy 17L-35R dalgt oper only; no rwy lights. (2/80) ILS LOC BC rwy 35L unusbl thru Feb 28. (12/79+2/80)

DURANT, EAKER FLD ARPT: Rwy 17-35 5000 ft by 100 ft. (2/80) (2/80)

GAGE MUNI ARPT: Rwy 4-22 2980 ft by 150 ft. (1/80)

MADILL MUNI ARPT: For rwy lights key freq 122.9 3 times. (2/80)

OREGON

PENDLETON MUNI ARPT: All rwys excp 07L/25R and 11/29 rstrd to dalgt opn only. (2/80)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

SCRANTON MUNI ARPT: Arpt clsd. (3/78)

STERLING, SPRING HILL AIRPARK: Arpt clsd tsnt acft. (5/78)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

MYRTLE BEACH AFB Arpt: Rwy 17-35 first 1000 ft each end concrete and middle 7500 asphalt. (2/80)

SOUTH DAKOTA

ABERDEEN REGIONAL ARPT: ILS BC rwy 31 unusbl beyond 10 NM below 3500 ft. (2/80)

WINNER, BOB WILEY FLD ARPT: Rwy 13-31 clsd. (11/79)

TENNESSEE

ATHENS MCMINN CO ARPT: Thr rwy 2 dsplcd 200 ft. (2/80)

CLARKSVILLE, OUTLAW FLD ARPT: Thr rwy 16 dsplcd 1000 ft. (2/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

MEMPHIS INTL ARPT: Rwy 3 clsd excp single engine reciprocating. (1/80)

MEMPHIS ARTCC/PINE BLUFF: RCAG freq now 135.8. (2/80)

PULASKI, ABERNATHY FIELD: VASI rwy 15 OTS. (10/77)

SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TEXAS

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd to lndg. (1/80)

BIG SPRING ARPT: Rwy 7-25 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft HIRL; rwy 14-32 3238 ft by 75 ft. (2/80)

BOWIE MUNI ARPT: Rwy 17-35 3600 ft by 60 ft MIRL. (2/80)

CHILDRESS ARPT: CTLZ 0600-2200 until May 10. (2/80)

DALHART MUNI ARPT: UNICOM now 123.0. (2/80)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

HUNTSVILLE MUNI ARPT: Rwy 18-36 5000 ft by 100 ft. (2/80)

LAMESA MUNI ARPT: Thr rwy 24 dsplcd days only. (1/80)

LUBBOCK INT'L ARPT: Rwy 8-26 LGTS OTS excp Step High. (9/79)

NACOGDOCHES EAST TEXAS REGIONAL ARPT: Thr rwy 24 no longer dsplcd 300 ft.

PERRYTON OCHILTREE COUNTY ARPT: Rwy 4-22 now 4200 by 75 ft. (2/80)

PORT O'CONNOR ARPT: Arpt clsd. (7/78)

UTAH

SAINT GEORGE: VOR "OZN" unusbl 350-010 deg byd 15 NM below 12000 ft. (2/80)

SALT LAKE CITY ARTCC: WINNEMUCCA RCAG freq 126.1. (2/80)

VERMONT

BURLINGTON INTL ARPT: RVV rwy 15 and 33 OTS. (1/80)

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS. (11/78)

EMPORIA MUNI ARPT: Rwy 15-33 clsd until Apr 30. (2/80)

FELKER: NDB "FAF" unmon 2300-0600. (2/80)

HOPEWELL ARPT: Rwy 8-26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd. (5/78)

LAWRENCEVILLE/BRUNSWICK MUNI ARPT: Thr rwy 18 dsplcd 490 ft. (12/78)

WASHINGTON

MOSES LAKE, GRANT COUNTY ARPT: Rwy 3–21 now 9999 by 200 ft; rwy 14L-32R now 13501 by 300 ft. (2/80)

WEST VIRGINIA

ELKINS-RANDOLPH CNTY-JENNINGS RANDOLPH FLD ARPT: Rwy 13–31 clsd dusk-dawn; thr rwy 31 dsplcd 1400 ft. (1/80)

MARTINSBURG, EASTERN WEST VIRGINIA REGIONAL ARPT: Rwy 17–35 clsd acft over 12500 lbs excp PPR. (9/78)

WHEELING OHIO CO ARPT: Arpt clsd ACR excp 48 hour PPR. (8/78)

WISCONSIN

BLACK RIVER FALLS ARPT: For rwy lights key freq 122.8 3 times. (2/80)

JUNEAU DODGE COUNTY ARPT: For REILS key freq 122.7 5 times. (1/80) UNICOM freq 122.7.

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)

MANITOWOC CO ARPT: Rwy 17–35 HIRL pilot controlled on freq 122.8; 3X for low; 5X for med; 7X hi intst. Rwy 7–25 lights remain on dusk to dawn. (2/80)

MEDFORD TAYLOR COUNTY ARPT: RWy 7–25 open ski only. (2/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)

RACINE, HORLICK-RACINE ARPT: UNICOM freq 123.0. (2/80)

WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N14759	BL-30	Cream/Gld
N18356	BE-36 Bonanza	Wht/Red
N1839E	Aeronca 7AC	
N19765	C-177B Cardina	Red/Wht
N2078J	Cessna T 188C	Wht/Brw/Blk
N2103K	Piper PA-44–18	White
N2126S	Cessna T-210L	Grn/Brw
N216VS	BE-65 Queenair	
N21698	PA-28	Wht/Blu
N2670R	C-182	Wht/Brw
N2722T	Cessna 210 Tur	
N2889F	Cessna 182J	Wht/Yel
N3592W	Piper PA-32 C	
N39542	Turbo Piper La	Wht/Org
N4378A	Piper Super Cu	Red/Wht
N5042A	Bellanca CH9	Yel/Wht
N5219Y	Piper Aztec	Tan/Org
N54076	Piper Aztec	Blu/Wht/Grn
N5665Y	Piper Aztec	Blu
N5717Y	Piper Aztec	Org
N611-JD	C337 Skymaster	Wht/Brw
N6565S	C150	Red
N732DA	C-210	Wht/Red/Blu
N732YG	Cessna 210	Wht/Brw
N9028Y	Piper Navajo P	Wht/Org
N9661R	Beech D-50 Tw	
N9711	Beech Twin	Wht/Grn

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		*INDEX*
AK	Manokotak	A
AK	Ekwok	A
AR	Prescott Muni	A
AR	Mohave County	A
CA	Palmdale Prodn Flt	A
CA	Oxnard	A
CA	Visalia Muni	A
CA	Chico Muni	A
CA	Merced Muni	A
CA	Modesto City Cnty	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/98 JANUARY 24, 1980

EAST CENTRAL

ILLINOIS

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

FDC 9/1799 FI/T (SPI) CAPITAL, SPRINGFIELD IL. NDB RWY 4 AMDT 14 SI MDA 1100 FT/HAT 508 FT ALL CATS VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CATS A, B AND C MDA 1100 FT HAA 503 FT CAT D MDA 1180 FT/HAA 583 FT. RNAV RWY 4 AMDT 3 SI MDA 1060 FT/HAT 468 FT ALL CATS VIS CAT C RVR 4000. CIRCLING CAT A MDA 1060 FT/HAA 463 FT. PROC DATA NOTE CHANGE TO READ; HORIZONTAL DIST MDA TO MAP ON GS 1.35 NM. RADAR-1 AMDT 2 ASR SI RWY 4 MIN ALT AT 2 MI RADAR FIX 1060 FT.

FDC 9/2072 FI/T (CPS) BI-STATE PARKS, EAST ST LOUIS, IL. ILS RWY 30 ORIG MIN ALT ACORE INT/OM 2000 FT. MIN GS INTERCEPT ALT 2000 FT. GS ALT AT ACORE INT/OM 1997 FT MM 653 FT. GS ANGLE 2.85 DEG. TCH 41 FT. NDB RWY 30 AMDT 11 MIN ALT OCCAM INT 2000 FT.

INDIANA

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

#FDC 0/55 FI/T (FNT) BISHOP ARPT FLINT MI. NDB RWY 9 AMDT 18. SI RWY 9 MDA 1620 FT HAT 849 ALL CATS. VIS RVR 5000 FT CAT B VIS 2 MILE CAT C VIS 21/2 CAT D. CIRCLING MDA 1620 FT HAA 838 FT ALL CATS VIS 11/4 CAT B VIS 21/2 CAT C VIS 23/4 CAT D. ALTERNATE MINIMUMS BOTH ILS AND LOC 900–2 CATS A/B 900–21/2 CAT C 900–23/4 CAT D.

#FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1864 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 3 DUAL VOR/ RADAR MINIMA NA.

FDC 9/1881 FI/T DME REQUIRED FOR THE FOLLOWING PROCS. (86G) LADA PETERSBURG MI VOR-A AMDT 1. (0G9) SALEM SALEM MI VOR-A AMDT 2. (1G2) NATIONAL WESTLAND MI VOR-A AMDT 4. (1D2) METTETAL PLYMOUTH MI VOR-A AMDT 4. (ARB) ANN ARBOR MUNI ANN ARBOR MI VOR RWY 24 AMDT 6. (2G5) GROSSE ILE MUNI DETROIT/GROSSE ILE MI VOR-A AMDT 1.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

FDC 9/1945 FI/T (MKG) MUSKEGON COUNTY, MUSKEGON MI. VOR-A (TAC) AMDT 14, VOR/DME RWY 5 AMDT 5, LOC BC RWY 14 AMDT 3, ILS RWY 32 AMDT 10, NDB RWY 32 AMDT 5, LOC RWY 23 AMDT 1 RADAR-1 AMDT 5 AND RNAV RWY 14 AMDT 4 CIRCLING MINS CAT D MDA 1220 FT/HAA 592 FT.

FDC 9/2003 FI/T (IWD) GOGEBIC COUNTY, IRONWOOD, MI. VOR RWY 9 AMDT 8 PROC TURN 259 DEG OUTBOUND. FAC 079 DEG. STEPDOWN FIX IS IWD R-259/4 DME. VOR/DME RWY 27 AMDT 4 PROC TURN 103 DEG OUTBOUND. FAC 283 DEG. STEPDOWN FIX IS IWD R-103/3 DME.

FDC 9/2022 FI/T (D95) DUPONT-LAPEER LAPEER MI. VOR-A AMDT 8 DELETE CAT D MINIMUMS.

FDC 9/2155 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 3L AMDT 3, NDB RWY 3L AMDT 5, RADAR-1 AMDT 12 ASR RWY 3L MISSED APCH CLIMB TO 3000 FT DIRECT DW LOM AND HOLD NE RIGHT TURNS 213 DEG INBOUND. ILS RWY 21R AMDT 14, NDB RWY 21R AMDT 7, RADAR-1 AMDT 12 ASR RWY 21R MISSED APCH CLIMB TO 3000 FT DIRECT DT LOM AND HOLD SW LEFT TURNS 033 DEG INBOUND. ILS RWY 27 AMDT 4, NDB RWY 27 AMDT 5, RADAR-1 AMDT 12 ASR RWY 27 MISSED APCH CLIMBING LEFT TURN TO 3000 FT DIRECT CRL VORTAC AND HOLD SW LEFT TURNS 055 DEG INBOUND.

FDC9/2187 FI/T /CAD/ WEXFORD COUNTY CADILLAC MI. NDB RWY 25 AMDT 1 SI RWY 25 AND CIRCLING MDAS 2020 FT/ HAT /HAA 715 FT ALL CATS. VIS SI RWY 25 AND CIRCLING CAT A B 1 MI. CAT C 2 MI. CAT D 2 1/4 MI.

OHIO

#FDC 0/35 FI/T (YNG) YOUNGSTOWN MUNI, YOUNGSTOWN, OH. ILS RWY 14 AMDT ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 1/2 MI ALL CATS.

FDC 9/1515 FI/T (MNN) MARION MUNI, MARION, OH. NDB RWY 12 AMDT 5 TERM RTES FROM UPPER SANDUSKY, CRAFT AND GRINDELL INTS TO THE MNN NDB ARE UNUSABLE.

FDC 9/2049 FI/T (SGH) SPRINGFIELD MUNI, SPRINGFIELD, OH. NDB RWY 24 AMDT 10 DELETE TRML RTE MECAN INT TO CCJ NDB. VOR RWY 6 AMDT 3 AND VOR RWY 24 AMDT 3 DELETE MECAN INT TO SGH VOR.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

#FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 9/1473 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. RADAR-1 AMDT 5. SI ASR RWY 33 MDA 520 FT ALL CATS.

DELAWARE

#FDC 0/97 FI/P (ILG) GREATER WILMINGTON AIRPORT, WILMINGTON, DE. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 4 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BETWEEN HOURS 2030-0630 LOCAL DAILY PLUS WKEND UFN.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

FDC 9/2190 FI/P /2W2/ CLEARVIEW AIRPARK WESTMINSTER MD. VOR-A AMDT 1. DELETE PROC NA AT NIGHT> ADD ACTIVATE LIRL RWY 13-31 122.8. THIS IS AMDT 2.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

#FDC 0/42 FI/T (BAF) BARNES MUNI WESTFIELD MA. VOR RWY 2 ORIG PROC NA.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1953 FI/T (PVC) PROVINCETOWN MUNI PROVINCETOWN MA. SDF RWY 7 AMDT 1 PROC NA.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2061 FI/T (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 3. TERMINAL ROUTE RVH VORTAC TO SQUIRE LOM NA. ADD TERMINAL ROUTE CCC VORTAC TO SQUIRE LOM CRS/DIST 111/11 ALT 1700 FT.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

FDC 9/2167 FI/T (MGJ) ORANGE COUNTY, MONTGOMERY, NY. LOC RWY 3, AMDT 2, AUTO PILOT COUPLED APPROACHES NOT AUTHORIZED.

PENNSYLVANIA

#FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 8/1044 FI/T (LNP) LONESOME PINE WISE VA. NDB RWY 24 ORIG PROCEDURE NOT AUTHORIZED.

FDC 8/1860 FI/T (SHD) SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 2. GLIDE SLOPE UNUSABLE BELOW 1484 FT MSL. SI ILS RWY 4. DH 1484 FT HAT 301 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY, ALL CATS VIS INCREASED 1/2 MILE WHEN MALSR INOPERATIVE.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/656 FI/T (LVL) LAWRENCEVILLEBRUNSWICK MUNI LAWRENCEVILLE VA. VCR-A AMDT 3 PROC NA.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 9/1987 FI/T (3I2) MASON COUNTY, POINT PLEASANT, WV. VOR/DME-A ORIG MISSED APPROACH POINT HNN R-344/ 9.7 DME.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D> ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

# FDC 0/44 FI/T (LCH) LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 LOC BC RWY 33 AMDT 10 VOR-A AMDT 9 VORTAC-B AMDT 4 CIRCLING MDA 460 FT CAT A. RADAR-1 ORIG ASR RWY 5 MDA 380 FT ALL CATS. CIRCLING MDA 460 FT CAT A.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

FDC 9/2186 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/, NEW ORLEANS, LA. LOC BC RWY 19 AMDT 5 AND RADAR-1 ASR RWY 19 AMDT 10, SI RWY 19 MDA 400. IFR DEPARTURE PROCEDURE RWY 5 200 FT. CEILING AND VIS 1 MILE.

NEW MEXICO

FDC 9/1540 FI/T (ONM) SOCORRO MUNI SOCORRO NM. VOR/DME-A ORIG NA.

OKLAHOMA

# FDC 0/33 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 18 SI MDA 1720 FT.

FDC 9/1682 FI/T (CSM) CLINTON-SHERMAN, CLINTON, OK. VOR RWY 35L, AMDT 3. SI MDA ALL CATS 2320 FT.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

FDC 9/2185 FI/T /OK33/ SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1367 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11. NDB RWY 3R AMDT 34. ILS RWY 12R AMDT 7. RADAR-1 AMDT 21. RNAV 30L AMDT 6. CIRCLING MDA CAT A B C 1340 HAA 531.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2010 FI/T (CLL) EASTERWOOD FIELD COLLEGE STATION TX. LOC BC RWY 16 AMDT 5 NA.

FDC 9/2024 FI/T (DWH) DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 5 CIRCLING MDA CAT B AND C 620FT.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HAA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

# FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FLORIDA

# FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1012 FI/T (MLB) MELBOURNE REGIONAL MELBOURNE FL. LOC BC RWY 27 AMDT 2 SI-27 MDA 460 FT HAT 434 FT ALL CATS. VIS CAT C 11/4 MILES CAT D 11/2 MILES.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2174 FI/T /MCO/ ORLANDO INTERNATIONAL, ORLANDO FL. ILS RWY 18R, ORIG NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/26 FI/T /GVL/ LEE GILMER MEMORIAL. GAINESVILLE GA. NDB RWY 4 AMDT 3 NA.

# FDC 0/43 FI/T (CTJ) WEST GEORGIA REGIONAL CARROLLTON GA. NDB RWY 34 AMDT 1 PROC NA.

# FDC 0/68 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 1 AND VOR/DME RWY 36 AMDT 2 NA.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/1609 FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTNL ATLANTA GA. IFR DEPARTURE PROCEDURE RWY 27L CLIMB RUNWAY HEADING TO 1300 FT BEFORE TURNING LEFT.

FDC 9/1648 FI/P V437 FROM SAVANNAH GA. VORTAC TO CHARLESTON SC. VORTAC MOCA 1400 FT.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

# FDC 0/75 FI/T (I05) STURGIS MUNI STURGIS KY. NDB RWY 36 AMDT 1 NA.

# FDC 0/95 FI/T (SDF) STANDIFORD FIELD LOUISVILLE KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A B C RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS VIS CAT A B C RVR 4000 FT. CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. TDZE RWY 29 NOW 481 FT.

FDC 9/1478 FI/T (CVG) GREATER CINCINNATI, COVINGTON, KY. ILS 18 AMDT 11 MISSED APCH CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND. DELETE PROC DATA NOTE AUTOPILOT COUPLED APCHS NA BELOW 1565 FT MSL. NDB RWY 18 AMDT 11 AND RADAR-1 AMDT 18 MISSED APCH RWY 18 CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND.

FDC 9/1569 FI/T (M25) MAYFIELD GRAVES COUNTY, MAYFIELD, KY. VOR/DME-A AMDT 1. MDA 1080 FT HAT 555 FT CATS A/B/C.

FDC 9/1797 FI/T (I28) ASHLAND-BOYD COUNTY ASHLAND KY. VOR RWY 10 AMDT 4 SI RWY 10 MDA 1400 FT/HAT 854 FT ALL CATS. CIRCLING MDA 1400 FT/HAA 854 FT CAT A B AND C MDA 1420 FT/HAA 874 FT CAT D. SI AND CIRCLING VIS CAT A 1 MI, CAT B 1 1/4 MI CAT C 2 1/2 MI, CAT D 2 3/4 MI.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200–1 REQUIRED.

FDC 9/2089 FI/T (CVG GREATER CINCINNATI INTL COVINGTON KY. ILS RWY 9R AMDT 7 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 9R AMDT 6 SI 9R MDA 1380 FT/HAT 509 FT ALL CATS. VIS SI 9R CAT C 1 MI. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 18 AMDT 11 SI LOC 18 MDA 1220 FT/HAT 347 FT ALL CATS. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 18 AMDT 11 SI 18 MDA 1380 FT/HAT 507 FT ALL CATS. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 36 AMDT 27 SI LOC 36 MDA 1320 FT/ HAT 470 FT ALL CATS. VIS SI LOC 36 CAT C RVR 4000 FT CAT D RVR 5000 FT. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/ HAA 469 FT CAT C MDA 1380 FT/ HAA 489 FT. NDB RWY 36 AMDT 25 SI 36 MDA 1400 FT/HAT 550 FT ALL CATS. VIS SI 36 CAT D 1 1/2 MI. CIRCLING CAT A/B/C MDA 1400 FT/ HAA 509 FT. ILS RWY 27L AMDT 5 CIRCLING CAT A MDA 1340 FT/ HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. RADAR-1 AMDT 18 SI 9R MDA 1260 FT/ HAT 389 FT ALL CATS. SI 18 MDA 1260 FT/HAT 387 FT ALL CATS SI 27L MDA 1280 FT/HAT 405 FT ALL CATS. SI 36 MDA 1320 FT/HAT 470 FT ALL CATS. CIRCLING CAT A MDA 1340/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 9/2162 FI/T (6M5) HANCOCK AIRFIELD HAWESVILLE KY. NDB-A AMDT 1 CIRCLING MDA 1180 FT/HAA 780 FT ALL CATS. VIS 11/2 MI CAT B 21/4 MI CAT C AND 21/2 MI CAT D.

FDC 9/2163 FI/T (2I0) MADISONVILLE MUNI MADISONVILLE KY. VOR RWY 23 AMDT 5 SI RWY 23 MDA 840 FT/HAT 402 FT CAT A/B/C. CAT D NA. VIS 1 MI CAT A/B/C. CIRCLING MDA CAT A 880FT/HAA 442 FT CAT B/C MDA 900FT/ HAA 462 FT CAT D NA. VIS 1 MI CAT A/B. 11/2 MI CAT C. PROC DATA NOTE CHG TO READ OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.8. WHEN NOT AVAILABLE USE EVANSVILLE INDIANA ALTIMETER SETTING AND INCREASE ALL MDAS 180FT.

MISSISSIPPI

#FDC 0/98 FI/T (MMS) SELFS MARKS MS. NDB RWY 2 AMDT 2 AND NDB-A ORIG NA.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

#FDC 0/46 FI/T (MEB) LAURINBURGMAXTON MAXTON NC NDB RWY 5 AMDT 2 WHEN USING LOCAL ALSTG SI MDA 680 FT ALL CATS. SI VIS 11/2 MILES CAT D CIRCLING MDA 680 FT CAT A. SDF RWY 5 ORIG WHEN USING LOCAL ALSTG CAT A CIRCLING MDA 680 FT.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1283 FI/T (ISO) EASTERN REGIONAL JETPORT AT STALLINGS FIELD KINSTON NC. ILS RWY 4 AMDT 6 SI ILS RWY 4 DH 376FT HAT 282FT ALL CATS.

FDC 9/1517 FI/T (EWN) SIMMONS-NOTT NEW BERN, NC. LOC RWY 4 AMDT 1. MARINE CHERRY POINT, NC. RADAR REQUIRED.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5,8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 9/910 FI/T (GMU) GREENVILLE DOWNTOWN GREENVILLE SC. TAKEOFF MINIMUM RWY 9 200–1 MON THRU FRI 1100 to 0100Z.

TENNESSEE

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

FDC 9/2004 FI/T (FYM) FAYETTEVILLE MUNI, FAYETTEVILLE TN. NDB RWY 1 AMDT 3 NA.

FDC 9/2119 FI/T (CHA) LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS RWY 14 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230/NM TO 1700.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL< ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15–33 – 122.8.

COLORADO

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

UTAH

FDC 9/414 FI/T (CNY) CANYONLANDS FIELD MOAB UT. VOR/DME RWY 33 ORIG NA.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000–360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 9/2035 FI/T (LXL) LITTLE FALLS-MORRISON COUNTY, LITTLE FALLS, MN. NDB RWY 30 AMDT 1 ALL SI MDA AND CIRCLING CATS A, B AND C MDA 1980 FT.

FDC 9/2069 FI/T (MSP) MINNEAPOLISST PAUL INTL/WOLD-CHAMBERLAIN/, MINNEAPOLIS, MN. NDB RWY 29L AMDT 21 SI 29L MDA 1440 FT ALL CATS. CAT C VIS RVR 6000 FT. CIRCLING MDA 1460 FT ALL CATS, CIRCLING CAT C VIS 1 3/4 MI. NDB RWY 29R AMDT 9 SI 29R MDA 1440 FT ALL CATS, CAT C VIS 1 3/4 MI. CIRCLING MDA 1460 FT ALL CATS, CIRCLING CAT C VIS 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC 29R MDA 1380 FT ALL CATS, CIRCLING MDA 1380 FT CAT A, B, C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

FDC 9/2139 FI/T (HIB) CHISHOLDHIBBING HIBBING MN. TKOF MINS RWYS 4 22 31 STANDARD RWY 13 200–1 OR STANDARD WITH MIN CLIMB OF 267 FT/NM TO 1500 FT/668 PER MINUTE AT 150 K, 890 FT PER MINUTE AT 200 K/.

FDC 9/2177 FI/T /CKN/ CROOKSTON MUNIKIRKWOOD FLD CROOKSTON MN VOR RWY 31 AMDT 1 PROC NA.

MISSOURI

FDC 0/011 FI/T /COU/ COLUMBIA REGIONAL, COLUMBIA, MO. LOC BC RWY 20 AMDT 6 PROC NA.

#FDC 0/30 FI/P (COU) COLUMBIA REGIONAL COLUMBIA MO ILS RWY 2 AMDT 6. MISSED APPROACH. CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 2700 DIRECT ZODIA LOM AND HOLD. HOLD SOUTH LEFT TURNS 017 INBOUND. THIS IS ILS RWY 2 AMDT 7.

#FDC 0/31 FI/P (MAW) MALDEN MUNI MALDEN MO. VOR RWY 31 AMDT 6 PROCEDURE TURN ALT 1900 FT. THIS IS VOR RWY 31 AMDT 7.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 9/665 FI/T (BFF) SCOTTS BLUFF COUNTY SCOTTSBLUFF NE. VOR/DME RWY 5 ORIGINAL MIN ALT CUSHY 10 DME (FAF) 5800 FT. TERMINAL ROUTE 17 DME ARC TO CUSHY 10 DME ALT 5800 FT. STRAIGHT IN MINS NA.

FDC 9/1285 FI/T (OFK) KARL STEFAN MEMORIAL NORFOLK NE. VOR RWY 19 AMDT 1. ALL SI AND CIRCLING MDAS 2200FT.

SOUTH DAKOTA

FDC 9/1720 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG (US ARMY) MINIMUM ALTITUDE RAP NDB (FAF) 4600 FT.

FDC 9/1732 FI/T (FSD) JOE FOSS FIELD SIOUX FALLS, SD. NDB RWY 3 AMDT 16: ILS RWY 3 AMDT 19; ILS RWY 21 ORIG: VOR RWY 15 AMDT 11: VOR/DME OR TACAN RWY 33 AMDT 2; RADAR-1 AMDT 2; CAT D CIRCLING MDA 2040, HAA 612.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

WASHINGTON

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

WYOMING

FDC 9/2085 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE CYS, WY. VORTAC 004 DEGREE RADIAL AT 29 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FT ABOVE GROUND LEVEL. EFFECTIVE TIMES 301600 THRU 302200. DENVER IS COORDINATING FLIGHT SERVICE STATION.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

#FDC 0/79 FI/P (ADQ) KODIAK KODIAK AK. ILS DME-1 RWY 25 ORIG SI LOC RWY 25 AND CIRCLING RWYS 28/36 CAT D VIS 21/4 MILES. THIS IS ILS/DME-1 RWY 25 AMDT 1.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

GENERAL

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

#FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE-DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

FDC 9/2090 CORRECTION TO U.S. GOVERNMENT AREA CHART A-2 PANEL F /DENVER/ EFFECTIVE 29 NOV 1979. CHANGE HOLDING PATTERN WIGGI INT /V-220/ TO READ RIGHT TURN 260 RAD FROM AKO VORTAC.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461-1659
Lancaster	(614) 654-5457
Marion	(614) 382-1777
Mansfield	(419) 525-2955
Newark	(614) 345-1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

SPECIAL NOTICE

SPECIAL AIR TRAFFIC PROCEDURES FOR 1980 WINTER OLYMPIC GAMES, FEBRUARY 13, 1980 THROUGH FEBRUARY 24, 1980

Due to the large volume of traffic expected in the Saranac Lake, New York, area during the 1980 Winter Olympic Games, the following special procedures and a special Federal Aviation Regulation are provided:

ADIRONDACK AIRPORT INFORMATION

Temporary Control Tower: Adirondack Tower will be commissioned at Adirondack Airport from January 3, 1980, through March 1, 1980. The tower will operate on a 24-hour basis from February 4, 1980, through February 25, 1980. Other operating hours will be 16 hours between 0700 and 2300.

Adirondack Tower Frequencies:

Local	125.5/257.6	MHz
Ground	121.9	MHz

Automatic Terminal Information Service (ATIS): Pertinent arrival and departure information will be broadcasted on 124.15 MHz during the operation hours of Adirondack Tower.

Departure/Arrival Delays at Adirondack Airport: Expect to encounter some arrival/departure delays at Adirondack Airport due to projected traffic volume; runway acceptance rates; limited airport ramp/parking space; and seasonal weather conditions that are forecasted to be 70 percent IFR.

Lake Placid Temporary Flight Restriction (TFR): The TFR is that airspace extending from the surface to and including 10,000 feet MSL in a circular area whose radius is 8½ statute miles and centered at latitude 44°16′35″N, longitude 73°57′16″W. The TFR will be effective from January 27, 1980, through March 1, 1980, through March 1, 1980. Unless otherwise required or authorized by ATC, flight is prohibited within the TFR.

Filing IFR Flight Plans to Depart Adirondack Airport (SLK): Pilots should file IFR plans at least 2 hours prior to estimated time of departure to preclude possible delay in receiving a departure clearance. You are urged not to depart VFR and request IFR clearance after departure as lengthy delays in receiving the airborne IFR clearance could be imposed due to traffic saturation.

Two Standard Instrument Departures, (OLYMP 1 and GAAME 1), have been developed with appropriate transitions. All IFR departures from Adirondack Airport can expect to be cleared, depending on the active runway, via one of these departures. IFR Flight Plan routings should be filed consistent with published SIDs/Transitions.

IFR Arrivals to Adirondack Airport: Pilots are asked to file IFR Flight Plans from point of departure to Adirondack Airport. Air filing in the Adirondack area will definitely result in a lengthy delay in receiving an IFR approach clearance.

Approach Control Service: Boston Center will provide approach control service to the Adirondack Airport on the following frequencies: 126.55–282.2. Radar service is not available from 3,000 feet MSL to the surface.

Radar Traffic Information for VFR Arrivals: Expanded radar service is available to the extent possible by Boston Center on 126.55/282.2 MHz.

VFR Arrival Procedures: Pilots of VFR flights arriving at Adirondack Airport should contact Adirondack Tower on 125.5/257.6 MHz 15 to 20 miles from SLK. All inbound VFR flight plan cancellations should be directed to Massena FSS by phoning or calling on 122.1 and listening on 111.2 MHz (SLK VOR). When cancelling, please give these three (3) items:

1. Aircraft ident.
2. Departure point.
3. Actual destination.

Temporary FSS, at Adirondack Airport and Burlington International Airport: Massena FSS will establish a pilot briefing desk in Adirondack Airport Terminal Building. The briefing desk will not be staffed; however, four (4) direct TELCO lines to Massena FSS will be available on a 24-hour basis for pilot briefings and the handling of VFR/IFR Flight Plans.

Montpelier FSS will establish a temporary facility at Burlington International Airport. This facility will be located in the Air North Terminal Building, and will be staffed on a 24-hour basis from February 5, 1980, to March 2, 1980.

Direction Finder (DF) Service is available at Massena and Montpelier FSSs.

REMEMBER TO CANCEL—SEARCH AND RESCUE OPERATIONS SHOULD NOT BE WASTED.

VFR Departure Procedures: Departure information will be broadcasted on ATIS 124.15 MHz. Adirondack ground control may be contacted on 121.9 MHz.

ADDITIONAL INFORMATION

Lake Placid, New York, Airport: The Lake Placid Airport will be restricted as a VFR Heliport and used solely

by helicopters involved directly with the 1980 Winter Olympic Games. Airport closure January 27, 1980–March 1, 1980.

Burlington Approach Control: Stage III service will be provided within the Burlington TRSA on the following frequencies:

West of Lake Champlain	126.3–360.8
North of Airport, East of Lake Champlain	119.2–353.8
South of Airport, East of Lake Champlain	121.1–396.1

High Density Traffic Area: All types of aircraft, including jets and helicopters will be operating within a 30-nautical mile radius of SLK VOR.

Adirondack Airport Reservation System: The 1980 Winter Olympics is expected to generate significant amounts of complex air activity in addition to normal airport operations. Adirondack Airport experiences 70 percent IFR Weather conditions during February, and will be a single runway (6500′) operation during the Olympics resulting in limited arrival capacity. In addition, airport area available for loading and unloading passengers and aircraft parking will be limited. To serve the civil aviation needs of the public, reduce air traffic and airport congestion, and consistent with limited airport facilities, the airport operator has therefore established the following special procedures.

Olympic Control Numbers: All aircraft operations are requested to obtain an Olympic Control number for operating at Adirondack Airport between January 27, 1980, at 0800 EST and February 29, 1980, at 2200 EST. Olympic Control Numbers will be allocated on an hourly basis. The intent is to provide a flow control method that will meter air traffic in and out of Adirondack Airport at a rate consistent with the maximum number of aircraft which can be safely and efficiently accommodated at the airport.

An Olympic Control Number may be requested by calling 518–891–5500. The requests must be confirmed within ten (10) working days. Such confirmation should be addressed to:

Olympic Control Number
P.O. Box 687
Saranac Lake, New York 12983

The confirmation must contain the aircraft identification/registration number, services required at Adirondack Airport, anticipated length of stay, operator's name and address, date and time of requested arrival, and subsequent departure. The requestor shall submit with their confirmation a non-refundable landing fee, and if parking is requested, the parking fee for the first eight (8) hours of parking on the airport. Such parking reservation will be required for any aircraft anticipating a stay beyond 30 mintues on Adirondack Airport. Reservations for operating at the airport will not be accepted after December 31, 1979.

Under VFR conditions an Olympic Control Number will be assigned for those spaces available by telephoning 518–891–5500 up to eight (8) hours prior to arrival at Adirondack Airport.

An approved Olympic Control Number does not guarantee landing at Adirondack Airport, nor does it constitute a warranty against traffic delays. Lengthy delays may still occur and diversion to alternate airports should be considered. Failure to secure an Olympic Control Number will result in increased landing fees, and may result in denial of aircraft parking and/or other ground accommodations by the airport operator.

SPECIAL FEDERAL AVIATION REGULATION NO. 42

This Special Federal Aviation Regulation was adopted to provide for the safe and efficient use of the airspace and the safety of persons and property on the ground for the 1980 Winter Olympics. This regulation will be in effect from January 27 through March 1, 1980, for the following:

1. Unless otherwise authorized or required by ATC, no person may, within the Plattsburgh (New York) Air Force Base Airport Traffic Area, operate an aircraft to or from the Clinton County Airport unless two-way radio communication is established and maintained between that aircraft and the Plattsburgh Air Force Base Tower.

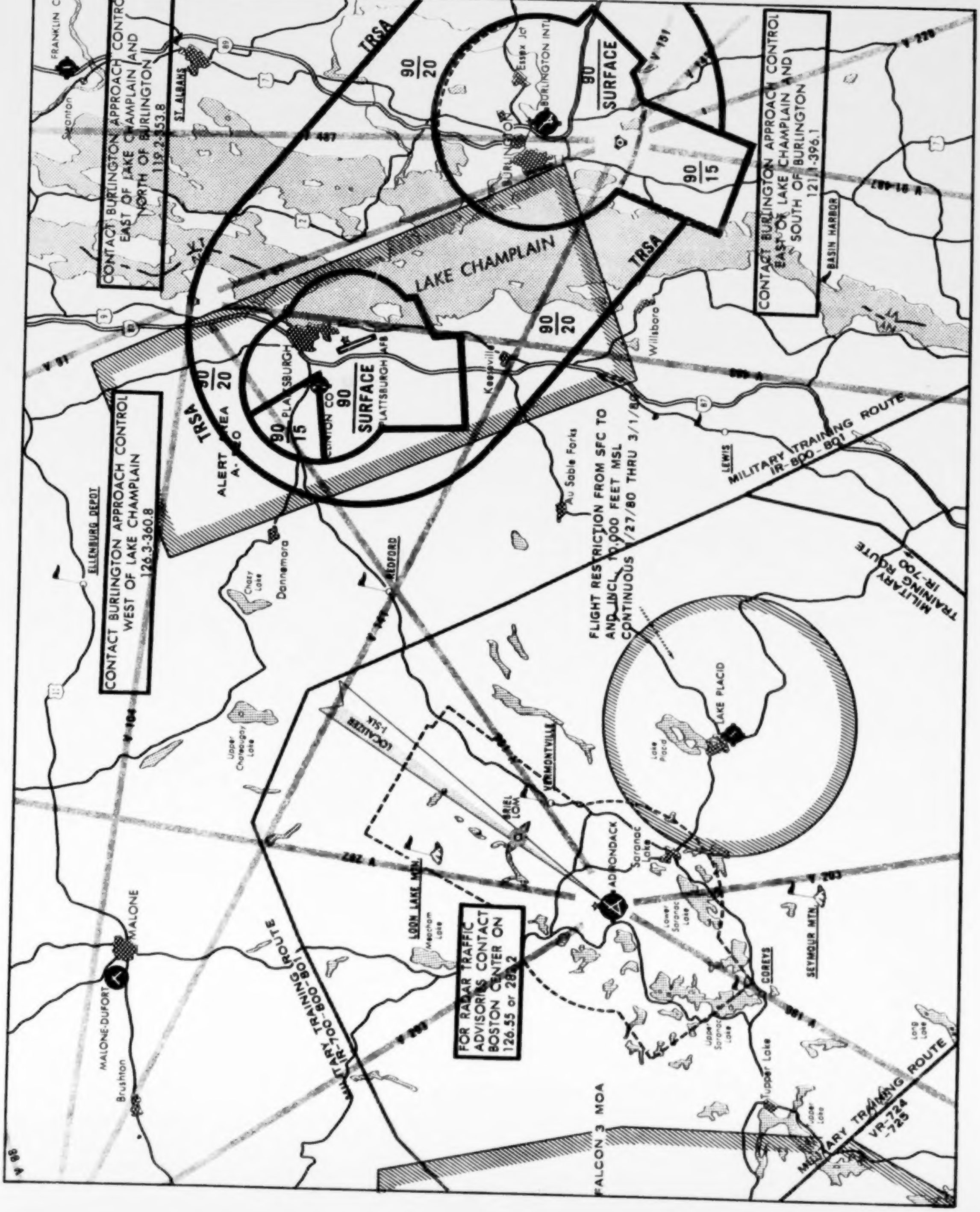
2. Unless otherwise authorized or required by the Boston Air Route Traffic Control Center, no person may operate an aircraft at or below an altitude of 10,000 feet MSL in that area within 8½ statute miles of the point located at latitude 44°16′35″N and longitude 73°57′16″W (approximately 1½ statute miles east-northeast of Lake Placid Airport, New York).

If necessary, regulatory Notices to Airmen (NOTAMs) may be issued during the effective period of this SFAR to extend or modify the temporary flight restriction or communication requirement established under this regulation.

GRAPHIC NOTICE

(NOT TO BE USED FOR NAVIGATION)

XIII OLYMPIC WINTER GAMES


CONTACT BURLINGTON APPROACH CONTROL EAST OF LAKE CHAMPLAIN AND NORTH OF BURLINGTON 119.2-353.8
CONTACT BURLINGTON APPROACH CONTROL EAST OF LAKE CHAMPLAIN AND SOUTH OF BURLINGTON 121.1-396.1
CONTACT BURLINGTON APPROACH CONTROL WEST OF LAKE CHAMPLAIN 126.3-360.8
FOR RADAR TRAFFIC ADVISORIES CONTACT BOSTON CENTER ON 126.55 or 28[illegible].2
FLIGHT RESTRICTION FROM SFC TO AND INCL 10,000 FEET MSL CONTINUOUS 1/27/80 THRU 3/1/80
TRSA
90/20
90/15
90 SURFACE
LAKE CHAMPLAIN
BURLINGTON
BURLINGTON INTL
Essex Jct
ST. ALBANS
FRANKLIN CO
Swanton
BASIN HARBOR
Willsboro
Keeseville
PLATTSBURGH
CLINTON CO
PLATTSBURGH AFB
ALERT AREA A-220
Au Sable Forks
LEWIS
MILITARY TRAINING ROUTE IR-800-801
MILITARY TRAINING ROUTE IR-700
ELLENBURG DEPOT
REDFORD
Dannemora
Chazy Lake
Upper Chateaugay Lake
LOCALIZER I-SLK
VERMONTVILLE
LAKE PLACID
Lake Placid
ADIRONDACK
Saranac Lake
Lower Saranac Lake
Upper Saranac Lake
LOON LAKE MTN
Meacham Lake
COREYS
SEYMOUR MTN
Tupper Lake
Long Lake
MALONE
MALONE-DUFORT
Brushton
MILITARY TRAINING ROUTE IR-700-800-801
MILITARY TRAINING ROUTE VR-724 -725
FALCON 3 MOA
V 91
V 104
V 98
V 487
V 220
V 151
V 141
V 293
V 203
V 490
V 489

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA260	Waco	HL582 J582 Presque Isle J55	Kennebunk
NA262	Waco	HL586 Baie Comeau HL563 J563	Albany
NA264	Waco	HL586	Charlevoix
NA280	Hopedale	HL551 Wabush HL583 Sept Iles HL582 J582 Presque Isle J55	Kennebunk
NA282	Hopedale	HL551 Wabush HL561 J561 Presque Isle J55	Kennebunk
NA284	Hopedale	HL551 Wabush HL561 Baie Comeau HL563 J563	Albany
NA286	Hopedale	HL551 Chibougamau HL570 J570	Albany
NA288	Hopedale	HL551 Wabush HL561 Baie Comeau HL555	Charlevoix
NA290	Hopedale	HL551 J551 Peck J94 Pullman V84 Pappi	Chicago
NA292	Hopedale	HL551 Chibougamau HL545	Midland
NA294	Hopedale	HL551 Chibougamau HL570	Montreal/Mirabel /Dorval
NA302	Schefferville	HL561 J561 Presque Isle J55	Kennebunk
NA304	Schefferville	HL561 Baie Comeau HL563 J563	Albany
NA306	Schefferville	HL548 Nitchequon HL545 Chibougamau HL570 J570	Albany
NA308	Schefferville	HL561 Wabush HL583 Sept Iles HL582 J582 Presque Isle J55	Kennebunk
NA310	Schefferville	HL548 Nitchequon HL545	Midland
NA312	Schefferville	HL561 Baie Comeau HL555	Charlevoix
NA314	Schefferville	HL548 J548 Pullman V84 Pappi	Chicago
NA316	Schefferville	HL548 Nitchequon HL545 Chibougamau HL570	Montreal/Mirabel /Dorval

(B) NON-COMMON PORTION (WESTBOUND)

VIA ALBANY

Non-Common Portions from Albany

Albany	Kingston Kingston Arrival	Kennedy
Albany	Pawling Calverton Calverton 193 Radial J121 Coyle 100 Radial Coyle	McGuire
Albany	J49 Hancock V153 Lake Henry V149 Mazie	Philadelphia
Albany	Pawling Calverton Calverton 193 Radial J121 Sea Isle	Dover
Albany	J37 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V3 Taylor V93 Jaret	Baltimore
Albany	J37 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V378 Ensue	Andrews
Albany	J37 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V474 V143 Scoby Armel	Dulles

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook Arrival	Kennedy
Boston	J55 Providence J121 Coyle 100 Radial Coyle	McGuire
Boston	J55 Providence J121 Coyle 100 Radial V312 Woodstown	Philadelphia
Boston	J55 Providence J121 Sea Isle	Dover
Boston	Putnam J581 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V3 Taylor V93 Jaret	Baltimore
Boston	Putnam J581 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V378 Ensue	Andrews
Boston	Putnam J581. Kennedy Kennedy 263 Radial Modena 056 Radial Modena V474 V143 Scoby Armel	Dulles

VIA CHARLEVOIX

Non-Common Portions from Charlevoix

Charlevoix	HL555 Quebec HL546 St. Felix de Valois V316	Montreal/Mirabel /Dorval
Charlevoix	HL553 V360	Ottawa
Charlevoix	HL553 Midland HL587 V34 Kleinburg	Toronto
Charlevoix	HL553 Ottawa HL546 Kleinburg HL558 London HL586 V98 Desdn V2 Rhyme	Detroit
Charlevoix	HL553 Ottawa HL546 J546 Peck J94 Pullman V84 Pappi	Chicago

VIA CHICAGO

There is no non-common portion from Chicago.

VIA HERIN

Non-Common Portions from Herin

Herin	Control 1142 Hyannis 014 Radial Scupp	Boston
Herin	J174 Hyannis Hyannis Transition Suffolk 2 Arrival	Kennedy
Herin	J174 J121 Coyle 100 Radial Coyle	McGuire
Herin	J174 J121 Coyle 100 Radial V312 Woodstown	Philadelphia
Herin	J174 J121 Sea Isle	Dover
Herin	J174 Hyannis J150 J62 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V3 Taylor V93 Jaret	Baltimore
Herin	J174 Hyannis J150 J62 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V378 Ensue	Andrews
Herin	J174 Hyannis J150 J62 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V474 V143 Scoby Armel	Dulles

VIA HYANNIS

Non-Common Portions from Hyannis

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE SUN'N' FUN FLY-IN AT LAKELAND MUNICIPAL AIRPORT, FLORIDA

MARCH 16-22, 1980

Due to the heavy volume of air traffic generated by the EAA Sun'N' Fun Fly-In, the Federal Aviation Administration will provide temporary Air Traffic Control Service and will use the following procedures to help maintain a safe orderly flow of air traffic at Lakeland Municipal Airport, Florida, from March 16 through March 22, 1980. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating in Central Florida. Numerous non-radio equipped aircraft will be operating in the vicinity of Lakeland. Peak traffic is expected from mid-morning until sundown daily with highest volume expected from March 19–22, 1980.

LAKELAND MUNICIPAL AIRPORT WILL BE CLOSED TO ALL ITINERANT OPERATIONS FROM 1 PM TO 3 PM EASTERN STANDARD TIME DAILY DURING THE FLY-IN. Arrival delays up to 1 hour can be expected daily between 3 pm and 4 pm due to a large number of departures from Lakeland Municipal Airport during this time.

Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch and go landings, low approaches and practice instrument approaches.

CONTROL TOWER: The Lakeland Temporary Control Tower will operate 12 hours per day during the EAA Sun'N' Fun Fly-In, between 7 am and 7 pm EST. Primary frequencies are: ATIS 120.9; Ground Control 121.8; Tower 125.5. Aircraft not equipped for 125.5 or aircraft with an emergency contact Lakeland Tower on 119.8. ATC may assign frequency 123.7 or 118.95 during busy periods.

TRAFFIC PATTERNS: Itinerant arrivals shall use left traffic for Runway 9R or right traffic for Runway 27L and enter the airport traffic area from over Lake Parker located about 6 miles northeast of the airport as shown on the graphic. Aircraft with traffic pattern speed of 130 knots or less, pass Lake Parker at 1000 feet MSL, faster traffic use 1500 feet MSL. Local traffic will use a separate traffic pattern and must receive a local pilot briefing before its use is authorized.

VFR ARRIVALS: All inbound aircraft are urged to listen to the Lakeland ATIS on 120.9 MHz when 20–30 miles from the airport for landing and special information. The Lake Parker landing procedure (SEE GRAPHIC) will be used at all times unless the Tower gives specific instructions to the contrary. When traffic volume exceeds the airport acceptance rate. VFR holding will be used prior to or over Lake Parker. All aircraft must be in trail passing Lake Parker. Left traffic to Runway 9R or right traffic to Runway 27L will be used to the maximum extent possible. Runway 4/22 will be closed during the entire period. Runway 13/31 will be closed except to aircraft that will enter the fly-by pattern. The pilot must have obtained a current local briefing and proper credentials before permitted to use Runway 13/31. Should the cross wind become too great to continue operations on the East/West Runway, Runway 13/31 will be opened. Traffic pattern entry will still be from over Lake Parker (as shown on the graphic) with further instructions issued by the Tower. All landing traffic should be alert for possible radio or light signal wave off from the Tower. Red smoke or hand signals from controllers near the approach end of the runway in use may also be used to signal a wave off. Plan landing so as to clear the runway as soon as possible on a hard surface. **Caution** remain on hard surface at all times unless specifically instructed by Tower or Flagman to do otherwise. Aircraft landing on the main Runway (9R) turn off to the right; on 27L turn off to the left. Do not use the parallel taxiway north of the runway marked 9L/27R unless so cleared by the Tower. The threshold on the taxiway marked 9L is displaced because of tall trees off the approach end. If cleared to land on the taxiway marked 9L/27R, DO NOT TURN OFF THE LANDING STRIP TOWARD THE SOUTH. Ground Control will direct you to the parking area. Expeditions clearing of the runway is necessary due to a continuous flow of arriving and departing traffic behind you.

VFR DEPARTURES: Before taxiing monitor Lakeland ATIS on 120.9 MHz for taxi information. Contact Ground Control on 121.8 MHz for taxi instructions prior to entering any taxiway.

EXCEPTION: Aircraft parked in the SUN'N' FUN parking area may follow signs and flagmen to the runway. Radio equipped aircraft from this area should monitor Ground Control on 121.8 MHz while taxiing and **contact** Ground Control **only** if you need further information. To expedite traffic you will be directed for an intersection departure

on Runway 9 (5000 feet remaining) or for full length on Runway 27. The ATIS will inform you whether to call the Tower or watch the FAA flagman at the runway for takeoff clearance. After departure, monitor the frequency given on the ATIS but do not call unless an emergency exists.

VFR FLIGHT PLANS: All pilots are urged to file a flight plan. Pilots with 2-way radio equipped aircraft should close flight plans with St. Petersburg radio transmit 122.1, listen Lakeland VOR 116.0. Non-radio equipped aircraft can close flight plans by telephone 682–3258 (local call) with St. Petersburg FSS or in person with the temporary FSS located at Lakeland and in the SUN'N' FUN area.

Non-radio equipped aircraft arriving at the SUN'N' FUN FLY'IN shall follow the Lake Parker arrival procedure (SEE GRAPHIC). Enter traffic only over Lake Parker. Enter the appropriate pattern and if other aircraft are sighted, find an aircraft to follow to the airport and REMAIN IN TRAIL. Land only on Runway 9R or 27L. Watch the Tower located near or on top of the Terminal building for a light. All other airport areas are either closed or are being used for other operations. Non-radio aircraft shall not land on the parallel taxiway north of the main East West Runway which will be marked 9L and 27R. After landing on the main runway 9R, make a right turnoff or on Runway 27L, make a left turnoff. Remain on the hard surface unless otherwise instructed by flagmen. Plan landing so as to clear the runway as soon as possible. Follow flagmen for parking. If red smoke is being emitted near the approach end of the landing runway, non-radio equipped aircraft are to leave the traffic pattern and re-enter over Lake Parker. Be extremely alert for numerous aircraft operating in the vicinity of Lakeland. If there is any possibility that you might be coming to SUN'N' FUN in an aircraft without a radio, it is important that you place your name, aircraft type, identification number, address, and the word NON-RADIO on a postcard and mail it to Tampa ATC Tower, Tampa International Airport, Tampa, FL 33607. The receipt of the card will validate your authorization to operate without a radio while the temporary ATC Tower is in operation. The card also indicates that you have read and understand the above procedures. It is suggested that you sign and fill in the following and carry this "Non-Radio equipped" procedure page with you while exercising this authorization.

____
Pilot's Signature

____
Date Card Mailed

____
Aircraft Identification

Because of the temporary nature of the Control Tower, considerable delay may be encountered getting authorization to operate without a radio by telephone.

IFR TRAFFIC: Due to the expected increase in the volume of traffic generated by the SUN'N' FUN FLY IN, some delays may be encountered for IFR arrival and departing traffic. Be familiar with the special procedures that will be used by the temporary Control Tower at Lakeland.

IFR ARRIVALS: Be prepared to discontinue your approach on final to enter a VFR traffic pattern. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland.

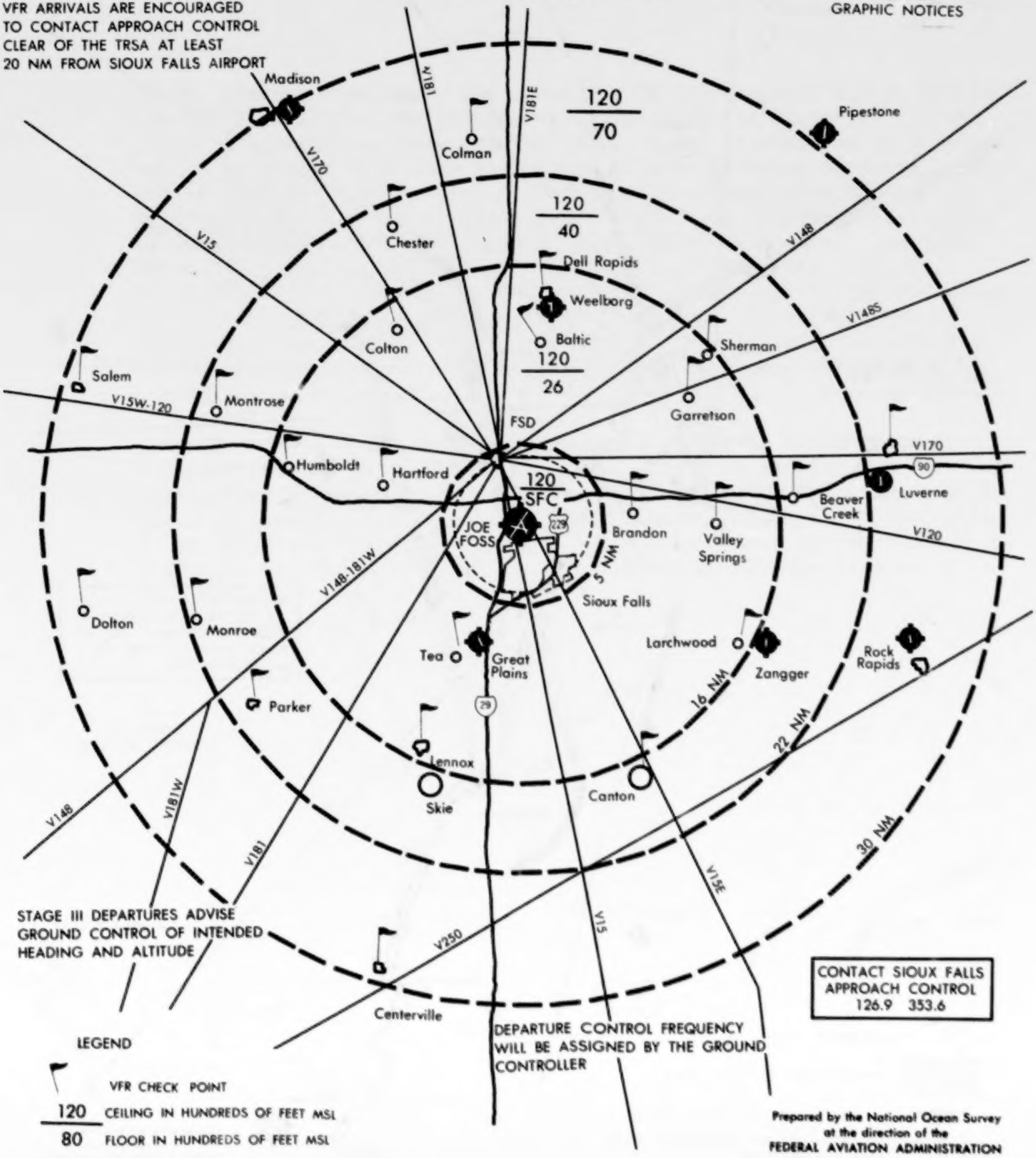
IFR DEPARTURES: File your Flight Plan at least one hour prior to proposed departure time. IFR Flight Plans which have not been used will be cancelled two hours after the filed proposed departure time. Contact Lakeland Ground Control on 121.8 MHz for your clearance. If you have not received initial deparature instructions prior to reaching the runway, attempt to taxi your aircraft to a position where other VFR aircraft can pass you for departure. *In any case, do not accept the FAA flagman's instructions to enter the runway or take off unless you have received a departure release by radio.*

Note: To minimize delay, aircraft are encouraged to depart VFR and contact Tampa Approach Control on 120.65 after leaving the airport traffic area.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SIOUX FALLS, SOUTH DAKOTA
JOE FOSS AIRPORT
FIELD ELEV 1428' MSL

INSERT IN
GRAPHIC NOTICES


Madison
V181
V181E
120
70
Pipestone
Colman
V170
120
40
V15
Chester
V148
Dell Rapids
Weelborg
V148S
Baltic
Sherman
Colton
120
26
Salem
Garretson
V15W-120
Montrose
FSD
V170
Humboldt
Hartford
90
120
SFC
Beaver
Creek
Luverne
229
Brandon
JOE
FOSS
Valley
Springs
V120
5 NM
Sioux Falls
V148-181W
Dolton
Monroe
Larchwood
Rock
Rapids
Tea
Great
Plains
Zangger
16 NM
Parker
29
22 NM
Lennox
Skie
Canton
V148
V181W
30 NM
V181
V15E
V15
V250
Centerville

VFR ARRIVALS ARE ENCOURAGED TO CONTACT APPROACH CONTROL CLEAR OF THE TRSA AT LEAST 20 NM FROM SIOUX FALLS AIRPORT

STAGE III DEPARTURES ADVISE GROUND CONTROL OF INTENDED HEADING AND ALTITUDE

DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED BY THE GROUND CONTROLLER

CONTACT SIOUX FALLS
APPROACH CONTROL
126.9 353.6

LEGEND

⚑	VFR CHECK POINT
120	CEILING IN HUNDREDS OF FEET MSL
80	FLOOR IN HUNDREDS OF FEET MSL

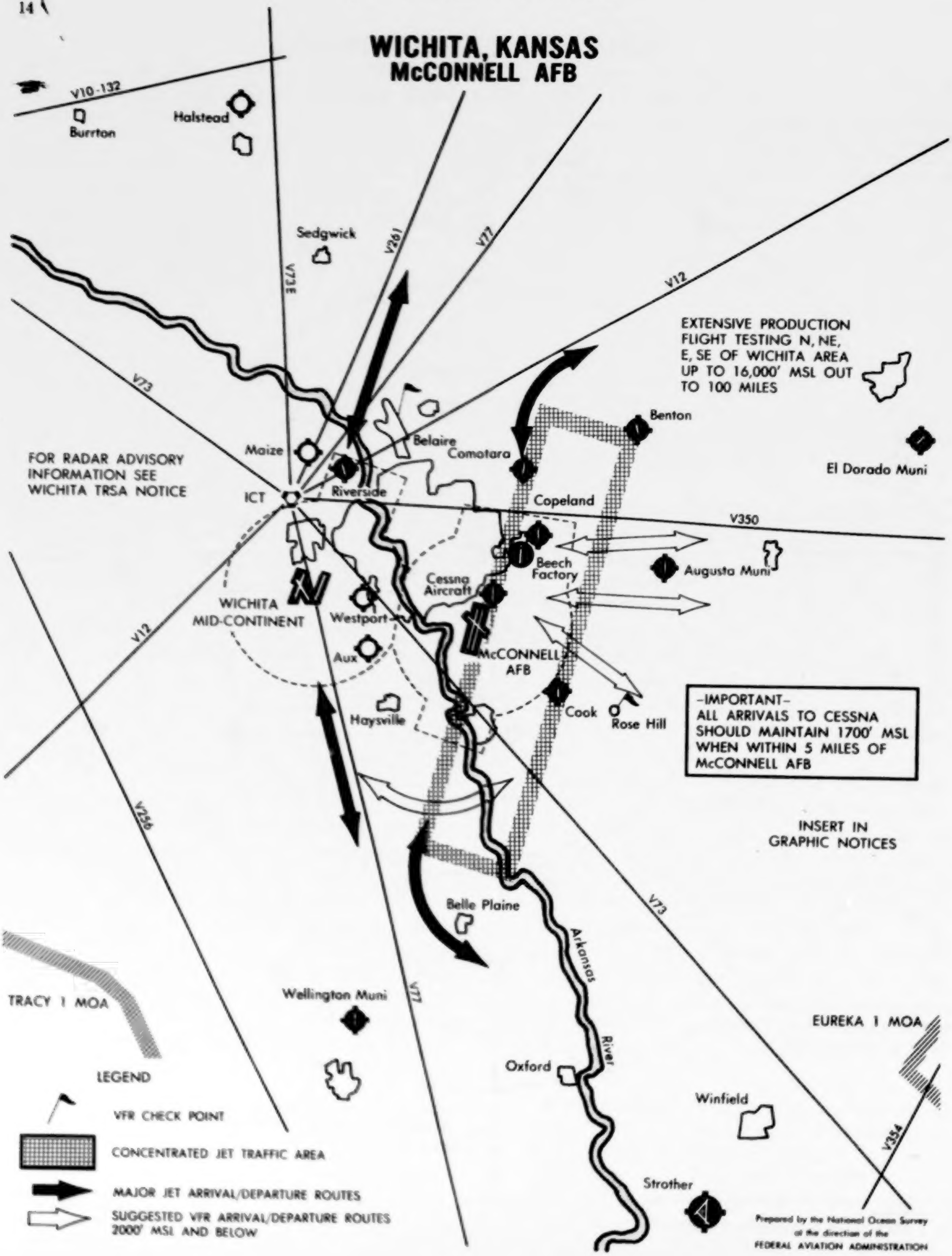
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

31 DEC 1979

TERMINAL AREA GRAPHIC NOTICE

(NOT TO BE USED FOR NAVIGATION)

WICHITA, KANSAS
McCONNELL AFB


V10-132
Burrton
Halstead
Sedgwick
V73E
V261
V77
V12
V73
Maize
ICT
Riverside
Belaire
Comotara
Benton
El Dorado Muni
Copeland
V350
Beech Factory
Augusta Muni
Cessna Aircraft
WICHITA MID-CONTINENT
Westport
Aux
McCONNELL AFB
Cook
Rose Hill
Haysville
V12
V256
V73
Belle Plaine
Arkansas River
TRACY 1 MOA
EUREKA 1 MOA
Wellington Muni
V77
Oxford
Winfield
V354
Strother
LEGEND
VFR CHECK POINT
CONCENTRATED JET TRAFFIC AREA
MAJOR JET ARRIVAL/DEPARTURE ROUTES
SUGGESTED VFR ARRIVAL/DEPARTURE ROUTES 2000' MSL AND BELOW

FOR RADAR ADVISORY INFORMATION SEE WICHITA TRSA NOTICE

EXTENSIVE PRODUCTION FLIGHT TESTING N, NE, E, SE OF WICHITA AREA UP TO 16,000' MSL OUT TO 100 MILES

-IMPORTANT-
ALL ARRIVALS TO CESSNA SHOULD MAINTAIN 1700' MSL WHEN WITHIN 5 MILES OF McCONNELL AFB

INSERT IN GRAPHIC NOTICES

Prepared by the National Ocean Survey at the direction of the FEDERAL AVIATION ADMINISTRATION

17 DEC 1979

UNICOM FREQUENCIES AT
UNCONTROLLED AIRPORTS

At the present time there are three UNICOM frequencies, 122.7, 122.8, and 123.0 available for assignment to uncontrolled airports. In the past, no attempt has been made to assign these frequencies in such a way as to reduce frequency congestion between adjacent airports. To reduce frequency congestion, a frequency assignment plan has been developed for 15 areas of the country which have a high concentration of uncontrolled airports. Specifically, these areas are: New York/New Jersey, Washington, D.C./Maryland/Virginia, Atlanta, Chicago/Milwaukee, Cleveland, Los Angeles, Denver, Cincinnati/Dayton/Columbus, Seattle, Detroit/Toledo, Indianapolis, Houston, Dallas/Fort Worth, Pittsburgh and Boston. The FCC has requested a significant number of UNICOM operators located in the above areas to change frequencies in accordance with the plan.

Over the next 6 to 12 months there will be numerous UNICOM frequency changes. During this transition period directory/supplements or appropriate charts may not accurately reflect UNICOM frequency assignments at uncontrolled airports. Pilots destined for one of the areas noted above are urged to verify the UNICOM frequency in use during preflight briefings or with the FSS associated with the airport destination.

SPECIAL NOTICE

Recommended VFR Flight Procedures in the "Niagara Scenic Falls" Area.

Due to the high concentration of Sightseeing Flights in the Niagara Falls Area and in the interest of Flight safety, the following procedures are recommended:

(1) A RIGHT HAND CIRCUIT PATTERN WITH NORTH END RIGHT TURN AREA, SOUTH OF THE RAILRAOD BRIDGE ACROSS THE NIAGARA GORGE - AND SOUTHERN RIGHT TURN AREA NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA RIVER).

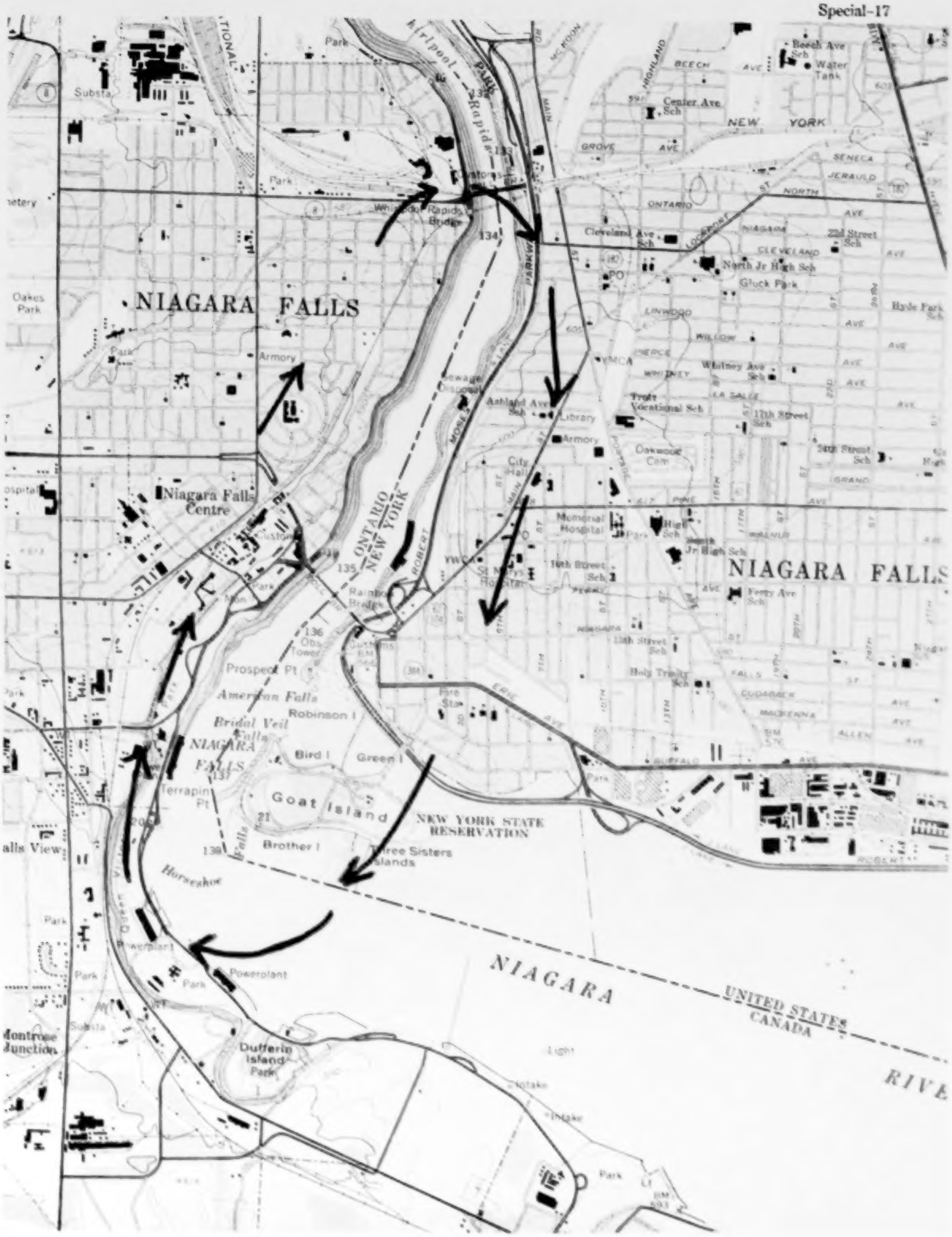
(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY: I.E. NORTHBOUND OR SOUTHBOUND, AND MONITOR THE FREQUENCY WHILE IN THE PATTERN.

(3) IT IS RECOMMENDED THAT (a) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL. (b) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL. (c) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS.+, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

IMPORTANT NOTE

OBTAIN CURRENT ALTIMETER SETTING PRIOR TO JOINING THE PATTERN THROUGH EITHER NIAGARA FALLS TOWER FREQ. 118.5 MHZ, OR ST. CATHARINES TOWER FREQ. 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN "THE WHIRLPOOL" AND "HORSESHOE FALLS" ARE EXTREMELY NOISE SENSITIVE. MAINTAIN AT LEAST 2200 FT. ASL OVER THIS AREA PRIOR TO JOINING THE PATTERN.


NIAGARA FALLS
NIAGARA FALLS
Niagara Falls Centre
Whirlpool Rapids Bridge
Rainbow Bridge
American Falls
Bridal Veil Falls
Horseshoe
Goat Island
NEW YORK STATE RESERVATION
Three Sisters Islands
ONTARIO NEW YORK
UNITED STATES CANADA
NIAGARA RIVER
Prospect Pt
Robinson I
Bird I
Green I
Brother I
Terrapin Pt
Dufferin Island Park
Powerplant
Oakes Park
Montrose Junction
Armory
Library
City Hall
Memorial Hospital
St Marys Hospital
Oakwood Cem
Gluck Park
Hyde Park
Whirlpool Rapids

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

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February 21, 1980

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OKLAHOMA CITY TRSA
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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

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ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

INFORMATION CURRENT AS OF FEBRUARY 7, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

EVERGREEN, MIDDLETON FLD ARPT: Rwy lights rwy 18–36 OTS thru Feb 1980. (1/80)

MONTGOMERY, DANNELLY FLD ARPT: ATIS freq 121.3 hours 0600–2300. (12/79+2/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

WINDOW ROCK ARPT: Rwy lights OTS. (2/80)

ARKANSAS

ARKADELPHIA MUNI ARPT: Rwy 4–22 4045 ft by 50 ft. (2/80)

BENTON, SALINE COUNTY ARPT: UNICOM freq 122.8; thr rwy 18 dsplcd 365 ft. (2/80)

CONWAY MUNI ARPT: Rwy 18–36 3255 ft by 60 ft; thr rwy 18 dsplcd 100 ft; thr rwy 7 dsplcd 535 ft. (2/80)

CROSSETT MUNI ARPT: Thr rwy 23 dsplcd 100 ft. (2/80)

FORT SMITH MUNI ARPT: Rwy 7–25 marked non-standard. (2/80)

HARRISON, BOONE COUNTY ARPT: South 800' Rwy 18/36 lighted. (2/80)

MALVERN MUNI ARPT: UNICOM freq 122.8. (2/80)

MC GEHEE MUNI ARPT: Rwy 18–36 3015 ft by 50 ft MIRL. (2/80)

MONTICELLO MUNI ARPT: Rwy 3–21 3820 ft by 75 ft MIRL. (2/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

WARREN MUNI ARPT: Rwy 3–21 3820 ft by 50 ft. (2/80)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

BANNING MUNI ARPT: Thr rwy 26 dsplcd 600 ft. (2/80)

CARLSBAD, PALOMAR ARPT: For MALSF rwy 24 key freq 118.6 7 times in 5 sec hi; 5 times in 5 sec med; 3 times in 5 sec low intst. (2/80) Unicom freq. 122.95. (2/80)

DELANO MUNI ARPT: Rwy 14–32 now 14R-32L HIRL; rwy 14L-32R 3500 ft by 50 ft. (2/80)

HAWTHORNE MUNI ARPT: LOC rwy 25 OTS thru Sep 30. (2/80)

LA VERNE BRACKETT FLD ARPT: Thr rwy 26 dsplcd 570 ft. (2/80)

ONTARIO INTL ARPT: Thr rwy 7 dsplcd 1030 ft; UNICOM 122.95. (2/80)

SAN FERNANDO ARPT: Thr rwy 1 dsplcd 105 ft. (2/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

SANTA MARIA PUBLIC ARPT: UNICOM 122.95. (2/80)

SHELTER COVE ARPT: Unicom freq. 122.8 deleted. (2/80)

STOCKTON METRO ATCT: Atis freq. 118.25. (2/80)

UPLAND CABLE ARPT: Unicom freq. 123.0. (2/80)

COLORADO

MONTE VISTA, SANTA LUIS VALLEY ARPT: For rwy lights key freq 121.7 then voice activated. (2/80)

PUEBLO MEMORIAL ARPT: ILS LOC/GS rwy 8L OTS thru Feb 28. (12/79)

YUMA MUNI ARPT: Rwy 17–35 3675 ft by 40 ft. (2/80)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt.

DANIELSON ARPT: Unicom freq. 123.0. (2/80)

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

NEW HAVEN, TWEED NEW HAVEN ARPT: VOR "HVN" OTS Mar 1 thru Jun 15. (1/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

CRYSTAL RIVER, CRYSTAL RIVER-HOMOSASSA AIR TERMINAL ARPT: Rwy 9–27 clsd until Apr 1980. (1/80)

DELAND MUNI, SIDNEY H. TAYLOR FIELD ARPT: For rwy lights 05–23 and 12–30 key 122: 7 times high, 5 times med, 3 times low intst. (2/80) Rwy 05–23 now 6004 x 100 Rwy 12–30 now 6003 x 100 (2/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July. SALS rwy 18R and RVR rwy 18R-36L OTS thru March 4.

ORMOND BEACH: VOR "OMN" unusable 277–017 deg byd 90NM above 18000 until Apr 24. (2/80)

PENSACOLA REGIONAL ARPT: Rwy 7–25 clsd until Jul 1 VASI rwy 7–25 OTS. (2/80)

ST AUGUSTINE ARPT: Rwy 13–31 6982 ft by 150 ft; rwy 2–20 2450 ft by 150 ft; rwy 6–24 2700 ft by 60 ft MIRL. (2/80) For rwy lights key freq 122.8 7 times hi; 5 times med and 3 times low intst. (2/80)

SAVANNAH: RCAG freq 121.3 now 120.85. (2/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78) RAIL rwy 18 OTS. (9/77)

TAMPA INTL ARPT: Rwy 18R first 1100 ft clsd from 0600–1730 Mon-Sat. (2/80)

GEORGIA

BAXLEY MUNI ARPT: VASI rwy 25 OTS. (6/76)

CALHOUN, TOM B. DAVIS FIELD ARPT: Unicom freq. 122.7. (2/80)

CARROLLTON, WEST GEORGIA REGIONAL ARPT: Unicom freq. 122.7. (2/80)

CARTERSVILLE ARPT: Unicom freq. 123.0. (2/80)

CORNELIA, HABERSHA COUNTY ARPT: Unicom freq. 122.7. (2/80)

COVINGTON MUNI ARPT: Unicom freq. 123.0. (2/80)

GRIFFIN-SPALDING CO ARPT: For rwy lights 2400–0600 key freq 122.8 7 hi; 5 me; 3 low intst. (2/80) Unicom freq. 123.0. (2/80)

LA GRANGE CALLAWAY ARPT: Unicom freq. 122.7. (2/80)

NEWMAN COWETA COUNTY ARPT: Unicom 123.0. (2/80)

PEACHTREE CITY FALCON FIELD ARPT: Unicom 123.0. (2/80)

REIDSVILLE ARPT: VASI rwy 11/rwy 29 OTS. (10/77)

ROME, RICHARD B. RUSSELL ARPT: Unicom freq. 123.0. (2/80)

WINDER ARPT: Unicom freq. 122.7. (2/80)

IDAHO

POCATELLO MUNI ARPT: Rwy 7–25 and 16–34 clsd acft over 12500 lbs. (2/80)

SALMON ARPT: LRCO freq. 122.55. (2/80)

ILLINOIS

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)

CASEY: NDB "CZB" OTS thru Mar 4. (2/80)

HAMPSHIRE ARPT: RCAG 120.4 now 120.25. (2/80)

ROCKFORD: VORTAC "RFO" OTS thru Feb 29. (2/80)

SPRINGFIELD, CAPITAL ARPT: MALSR rwy 22. (2/80)

INDIANA

BLOOMFIELD, SHAWNEE FLD ARPT: Rwy 18–36 3960 ft by 250 ft. (2/80)

ELKHART MUNI ARPT: Rwy 17–35 4001 ft by 75 ft. (2/80)

FRENCH LICK: NDB "FRH" OTS thru Apr 30. (1/80)

IOWA

ALGONA MUNI ARPT: Rwy 18–36 3355 ft by 165 ft. Thr rwy 18 dsplcd 255 ft. (1/80)

ATLANTIC: NDB "AIO" unmon. (10/79)

CRESTON MUNI ARPT: Rwy 4–22 ft by 115 ft. (1/80)

EMMETSBURG MUNI ARPT: Rwy 4–22 3190 ft by 130 ft; rwy 17–35 2555 ft by 150 ft. (2/80)

ESTHERVILLE: VOR "EST" unusbl 315–335. (2/80) Rwy 6–24 3200 ft by 120 ft; rwy 16–34 3210 ft by 75 ft. (2/80)

HAMPTON MUNI ARPT: Rwy 17–35 3505 ft by 75 ft MIRL. (2/80)

KNOXVILLE MUNI ARPT: Rwy 15/33 now 2980 by 75. (2/80)

NEWTON MUNI ARPT: Rwy 6–24 now 2610 by 245. Rwy 06 thr dsplcd 330'. Rwy 24 thr dsplcd 330'. Rwy 13–31 now 4070 by 100. Rwy 31 thr no longer dsplcd 400'. Rwy 13/31 reils on both ends OTS. (2/80)

OSKALOOSA MUNI ARPT: Rwy 13–31 MIRLS set on low intst. dusk-dawn. Key 122.8 in 5 sec for med and seven times for high intst. (2/80)

RED OAK MUNI ARPT: Rwy 04–22 now 2668 by 280. Rwy 13–31 now 2300 by 210. Thr rwy 31 dsplcd 130'. (2/80)

SHENANDOAH MUNI ARPT: Rwy 12–30 now 2970 by 50. (2/80)

SIOUX CITY MUNI ARPT: NE 1000 ft rwy 4–22 clsd acft 12500 lbs and over. (4/79) Rwy 18–36 now 17–35.

SPENCER MUNI ARPT: Rwy 11–29 now 4775 ft by 75 ft; rwy 17–35 now 3155 ft by 153 ft; thr rwy 17 dsplcd 365 ft. (2/80)

STORM LAKE MUNI ARPT: Rwy 13–31 3035 ft by 50 ft; thr rwy 13 dsplcd 200 ft. (1/80)

KANSAS

EMPORIA: RCO freq 122.55. (2/80)

FORT RILEY: VOR "FRI" OTS thru Aug 31. (2/80)

MANHATTAN MUNI ARPT: To activate VASI rwy 3 key freq 122.65. (2/80)

PRATT MUNI ARPT: Rwy 17–35 5520 ft by 100 ft; thr rwy 29 dsplcd 880 ft. (2/80)

KENTUCKY

LEXINGTON, BLUE GRASS ARPT: Const on or adjacent to rwys and twys. Rwy 4–22 clsd 0015–0700. Rwy 8–26 (3500 ft) avbl when rwy 4–22 clsd excp when work affects their intersection. Daily NOTAMs will be issued concerning rwy availability. (9/78)

MURRAY-CALLOWAY COUNTY ARPT: Thr rwy 23 dsplcd 400 ft. (11/78)

LOUISIANA

BATON ROUGE, RYAN ARPT: ALS rwy 13 step 3 OTS. (11/78)

LAFAYETTE REGIONAL ARPT: Rwy 1–19 now open to ACR. (2/80)

WELSH ARPT: Rwy 9–27 2800 ft by 75 ft. (2/80)

MAINE

NO NOTICES THIS ISSUE

MARYLAND

SALISBURY-WICOMICO COUNTY ARPT: Rwy 9–27 permly clsd. (1/80)

MASSACHUSETTS

BOSTON SPECIAL NOTICE: Low alt airway structure in proximity of Boston, Ma. is aligned to provide expeditious bypass routes for tfc overflying Boston. To avoid concentration of high performance dep/arr aircraft between hours 0800–2100L, pilots file airways beyond 40 NM from Boston VORTAC. A/C requesting IFR at and below 14,000 ft MSL within 40 NM of Boston can expect bypass routings to be assigned between hours 0800–2100L. Exception: Tfc operating between Maine and Cape Cod may use the HYA 353R TONNI V139 ENE and vice-versa.

FALL RIVER: Thr lights rwy 24 OTS. (1/80)

MARTHA'S VINEYARD ARPT: Rwy 6 for REIL key freq 122.60 5 times in 5 sec; REIL oper in conjunction with rwy lights. (1/80)

PALMER: NDB "PMX" OTS. (5/79)

MICHIGAN

ANN ARBOR MUNI ARPT: Rwy 12–30 now open for TKOF. (1/80)

BAD AXE, HURON COUNTY MEMORIAL ARPT: Rwy lights med intst key 122.8 five times in five sec. (2/80)

CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)

DAVISON_GENOVA ARPT: Rwy 8–26 3526 ft by 40 ft; thr rwy 26 dsplcd 450 ft. (1/80)

FLINT, BISHOP ARPT: Rwy 5–23 lighted SW 4549 ft. (1/80)

GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18–36 clsd. (11/78)

LAMBERTVILLE, TOLEDO SUBURBAN ARPT: Rwy 9–27 now 3258 by 50; thr rwy 27 dsplcd 200 ft. (2/80)

SAWYER: VOR "SAW" unusbl 230–275 deg. (2/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

AITKIN MUNI ARPT: Rwy 16–34 plowed winter months. (2/80)

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS, FLYING CLOUD ARPT: Thr rwy 27L dsplcd 200 ft. (1/80)

LITCHFIELD MUNI ARPT: UNICOM 122.8. (2/80)

MINNEAPOLIS-ST PAUL INTL/WOLDCHAMBERLAIN ARPT: ILS rwy 4 GS unusbl MM inbound. (2/80) MALSR rwy 22. (2/80)

MORRIS: VOR "MOX" oper unrestricted. (2/80)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 and S 600 ft rwy 4–22 OTS. (7/79)

COLUMBUS-LOWNDES CO ARPT: For rwy lights after 2200 key freq 122.9 3 times in 5 sec low; 5 times med or 7 times hi intst. (2/80)

GRENADA MUNI ARPT: Rwy 13–31 4845 ft by 150 ft. (2/80)

HUB CITY ARPT: NDB "HHB" OTS thru Apr. 1. (2/80)

JACKSON: VOR "JAN" unusble byd 80 NM 18000/above until Apr 24. (2/80)

MC COMB-PIKE COUNTY-JOHN E. LEWIS FLD ARPT: LOC rwy 15 OTS until Jun 30. (2/80)

MISSOURI

CASSVILLE MUNI ARPT: For rwy lights key freq. 123.0 three times low five times med seven times high in five seconds. (2/80)

MALDEN MUNI ARPT: Rwy 13–31 lights RTS. (2/80)

MARYVILLE MEML ARPT: Rwy 14–32 3500 ft by 60 ft. (1/80)

SEDALIA MEML ARPT: For low intst lights rwy 18–36 key freq 122.8 3/5 or 7 times. (2/80)

ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17–35 OTS and rwy clsd thru Jul 1. (1/80)

SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

CUT-BANK MUNI ARPT: Rwy 04–22 now 5300 by 75. (2/80)

KALISPELL, GLACIER PARK INTL ARPT: Rwy 07–25 4663 by 150. Thr rwy 25 dsplcd 262'. Rwy 11/29 now 4725 by 150. Thr rwy 29 dsplcd 441'. (2/80)

NEBRASKA

AINSWORTH: VOR OTS until Mar 31. (2/80)

NORTH PLATTE, LEE BIRD FLD ARPT: Rwy 12L-30R cmsnd delayed/unsafe. (1/80)

NEVADA

ELKO MUNI-J.C. HARRIS FLD ARPT: VASI rwy 23 unusable byd 4 nautical miles. (1/80)

ELY ARPT/YELLAND FIELD: Rwy 12–30 now 4980 by 100. Rwy 18–36 now 5998 by 150. (2/80)

HAWTHORNE MUNI ARPT: SE 1200 ft rwy 5–23 clsd. (3/79)

NEW HAMPSHIRE

BERLIN MUNI ARPT: For rwy lights REIL and VASI key freq 122.8 3 times med; 5 times hi intst. (2/80)

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80) Thr rwy 32 dsplcd 600'. (2/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd. (9/78)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79)

LINDEN ARPT: Rwy 18–36 clsd. (9/78)

MANVILLE, KUPPER ARPT: UNICOM now 122.7: for rwy lights after 2230 key freq 121.8 5 sec; lights remain on 15 min. (2/80)

NEWARK INTL ARPT: Thr rwy 4L dsplcd 724 ft; thr rwy 4R dsplcd 1189 ft. (2/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

GALLUP, SENATOR CLARKE FLD ARPT: UNICOM now 122.95. (2/80)

RATON, CREWS FLD ARPT: Rwy 2–20 now 5500 by 75; arpt now open nights.

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

HORNELL MUNI ARPT: Rwy lights low intst dusk-dawn key freq 122.8 5 times med intst and twy lights and REIL; 3 more times hi intst; rwy lights remain on 15 min. (2/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

MASSENA, RICHARDS FLD ARPT: VASI rwy 27 OTS. (11/79)

ONEONTA MUNI ARPT: For REIL and VASI for rwy 6 key freq 122.8 5 times. (1/80)

PENN YAN ARPT: RWy 10–28 3206 ft by 40 ft. (2/80)

POUGHKEEPSIE, DUTCHESS COUNTY ARPT: Clsd ACR 2330–0730 wkday and wkend excp 1 hour PPR. (2/80)

ROCHESTER-MONROE COUNTY ARPT: RCLS rwy 4–22 OTS. (12/77)

WALLKILL KOBELT ARPT: Rwy lights east side rwy 3–21 OTS, loose gravel on rwy. (6/78)

AMITYVILLE ZAHNS ARPT: Rwy lights PPR. (2/80)

NORTH CAROLINA

CLINTON SAMPSON COUNTY ARPT: Rwy lights OTS. (10/79)

GREENVILLE-PITT-GREENVILLE ARPT: Rwys 7–25 and 14–32 clsd until June 1. (1/80)

JACKSONVILLE-ALBERT J. ELLIS ARPT: REILS rwy 23 OTS. (12/78)

MT OLIVE MUNI ARPT; VASI rwy 22 OTS. (11/78)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

ASHLAND COUNTY ARPT: For rwy lights med and REIL and TRI-VASI on key freq 122.7 5 times in 5 sec; 3 additional times low intst and REIL off. (1/80)

BOWLING GREEN, WOOD COUNTY ARPT: For rwy lights key freq 122.8 three times. (2/80)

BUCKEYE: VOR "BUD" OTS until FEb 29. (2/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

FINDLAY ARPT: RAIL rwy 7 and rwy 36. (1/80)

MCGUIRE: VOR "MGY" unusbl 195–215 all alt. (2/80)

NAPOLEON, HENRY COUNTY ARPT: For Rwy lights, REIL and rwy 10 VASI key 122.9 five times. Rwy 10–28 now 4500 by 65. (2/80)

NORTH LIMA YOUNGSTOWN ELSER METRO ARPT: Unicom freq. 122.8 Rwy 9–27 3500 by 45. Rwy 18–36 2300 by 70 thr displacement rwy 9 removed. (2/80)

YOUNGSTOWN MUNI ARPT: ILS GS rwy 14 unusbl below 1440 ft. (2/80)

OKLAHOMA

CLINTON_SHERMAN ARPT: Rwy 17L-35R dalgt oper only lights. (2/80) ILS LOC BC rwy 35L unusbl thru Feb 28. (12/79+2/80)

DURANT, EAKER FLD ARPT: Rwy 17–35 5000 ft by 100 ft. (2/80) (2/80)

GAGE MUNI ARPT: Rwy 4–22 2980 ft by 150 ft. (1/80)

MADILL MUNI ARPT: For rwy lights key freq 122.9 3 times. (2/80)

OREGON

MEDFORD-JACkSON COUNTY ARPT: ATIS freq. 125.75. (2/80)

NORTH BEND MUNI ARPT: Unicom freq. 122.95. (2/80)

PENDLETON MUNI ARPT: All rwys excp 7L-25R and 11–29 rstrd to dalgt opn only. (2/80)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt clsd. (5/78)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)
QUAKERTOWN ARPT: Arpt open night OPS. (2/80)
REEDSVILLE, MIFFLIN COUNTY ARPT: Unicom freq. 122.7. (2/80)
SCRANTON MUNI ARPT: Arpt clsd. (3/78)
STERLING, SPRING HILL AIRPARK: Arpt clsd tsnt acft. (5/78)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

MYRTLE BEACH AFB Arpt: Rwy 17–35 first 1000 ft each end concrete and middle 7500 asphalt. (2/80)

SOUTH DAKOTA

ABERDEEN REGIONAL ARPT: ILS BC rwy 31 unusbl beyond 10 NM below 3500 ft. (2/80)
BROOKINGS MUNI ARPT: Thr rwy 30 displacement 349 ft removed. (2/80)
WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

ATHENS MCMINN CO ARPT: Thr rwy 2 dsplcd 200 ft. (2/80)
CLARKSVILLE, OUTLAW FLD ARPT: Thr rwy 16 dsplcd 1000 ft. (2/80) Rwy 16–34 6000 ft by 100 ft.
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)
MEMPHIS INTL ARPT: Rwy 3 clsd excp single engine reciprocating. (1/80)
MEMPHIS ARTCC/PINE BLUFF: RCAG freq now 135.8. (2/80)
PULASKI, ABERNATHY FIELD: VASI rwy 15 OTS. (10/77)
SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TEXAS

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd to lndg. (1/80)
BIG SPRING ARPT: Rwy 7–25 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft HIRL; rwy 14–32 3238 ft by 75 ft. (2/80) Rwy 14–32 day VFR only. (2/80)
BOWIE MUNI ARPT: Rwy 17–35 3600 ft by 60 ft MIRL. (2/80)
CHILDRESS ARPT: CTLZ 0600–2200 until May 10. (2/80) VORTAC "CDS" unmon/voice OTS until May 20. (2/80)
CONROE MONTGOMERY COUNTY ARPT: Unicom freq. 122.7. (2/80)
DALHART MUNI ARPT: UNICOM now 123.0. (2/80)
GUTHRIE: VORTAC "GTH" unmon/voice OTS until May 10. (2/80)
HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)
HUNTSVILLE MUNI ARPT: Rwy 18–36 5000 ft by 100 ft. (2/80)
LAMESA MUNI ARPT: Thr rwy 24 dsplcd days only. (1/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp Step High. (9/79)
NACOGDOCHES EAST TEXAS REGIONAL ARPT: Thr rwy 24 no longer dsplcd 300 ft.
PERRYTON OCHILTREE COUNTY ARPT: Rwy 4–22 now 4200 by 75 ft. (2/80)
PORT O'CONNOR ARPT: Arpt clsd. (7/78)

UTAH

LOGAN: VOR "LGU" unusbl all quad/alt excp for use on published proc. (2/80)
SAINT GEORGE: VOR "OZN" unusbl 350–010 deg byd 15 NM below 12000 ft. (2/80)
SALT LAKE CITY ARTCC: WINNEMUCCA RCAG freq 126.1. (2/80)

VERMONT

BURLINGTON INTL ARPT: RVV rwy 15 and 33 OTS. (1/80)

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)
DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)
EMPORIA MUNI ARPT: Rwy 15–33 clsd until Apr 30. (2/80)
FELKER: NDB "FAF" unmon 2300–0600. (2/80)
HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)
HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.
LAWRENCEVILLE/BRUNSWICK MUNI ARPT: Thr rwy 18 dsplcd 490 ft. (12/78)

WASHINGTON

MOSES LAKE, GRANT COUNTY ARPT: Rwy 3–21 now 9999 by 200 ft; rwy 14L-32R now 13501 by 300 ft. (2/80)
RICHLAND ARPT: For MALS rwy 19 key freq 122.7 3 times low 5 times med 7 times high intst in five sec.

WEST VIRGINIA

ELKINS-RANDOLPH CNTY-JENNINGS RANDOLPH FLD ARPT: Rwy 13–31 clsd dusk-dawn; thr rwy 31 dsplcd 1400 ft. (1/80)
LEWISBURG, GREENBRIER VALLEY ARPT: 1000 ft extension AER 4 under construction til Aug 1980. (2/80)
MARTINSBURG, EASTERN WEST VIRGINIA REGIONAL ARPT: Rwy 17–35 clsd acft over 12500 lbs excp PPR. (9/78)
WHEELING OHIO CO ARPT: Arpt clsd ACR excp 48 hour PPR. (8/78)

WISCONSIN

BLACK RIVER FALLS ARPT: For rwy lights key freq 122.8 3 times. (2/80)

BOULDER JUNCTION ARPT: Rwy 5–23 now 3940 by 125 Rwy 16–34 now 3350 by 170. (2/80)

GREEN BAY, AUSTIN-STRAUBEL FLD ARPT: Rwy 36 MALSR. (2/80)

JUNEAU DODGE COUNTY ARPT: For REILS key freq 122.7 5 times. (1/80) UNICOM freq 122.7.

LONE ROCK TRI-COUNTY ARPT: Unicom freq. 123.0. Rwy 9–27 now 4060 by 60. Thr rwy 9 dsplcd 580 ft. Rwy 18 thr dsplcd 750'. (2/80)

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)

MANITOWOC CO ARPT: Rwy 17–35 HIRL pilot controlled on freq 122.8; 3X for low; 5X for med; 7X hi intst. Rwy 7–25 lights remain on dusk to dawn. (2/80)

MEDFORD TAYLOR COUNTY ARPT: RWy 7–25 open ski only. (2/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)

PORTAGE MUNI ARPT: Rwy 04–22 now 3050 by 40. Rwy 17–35 now 3360 by 60. (2/80)

PULASKI CARTER ARPT: Thr rwy 12 dsplcd 280'. (2/80)

RACINE, HORLICK-RACINE ARPT: UNICOM freq 123.0. (2/80)

WAUPACA MUNI ARPT: Rwy 17–35 clsd winter. (2/80)

WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N14759	BL-30	Cream/Gld
N18356	BE-36 Bonanza	Wht/Red
N1839E	Aeronca 7AC	
N19765	C-177B Cardina	Red/Wht
N2078J	Cessna T 188C	Wht/Brw/Blk
N2103K	Piper PA-44–18	White
N2126S	Cessna T-210L	Grn/Brw
N216VS	BE-65 Queenair	
N21698	PA-28	Wht/Blu
N2670R	C-182	Wht/Brw
N2722T	Cessna 210 Tur	
N2889F	Cessna 182J	Wht/Yel
N3592W	Piper PA-32 C	
N39542	Turbo Piper La	Wht/Org
N4378A	Piper Super Cu	Red/Wht
N5042A	Bellanca CH9	Yel/Wht
N5219Y	Piper Aztec	Tan/Org
N54076	Piper Aztec	Blu/Wht/Grn
N5665Y	Piper Aztec	Blu
N5717Y	Piper Aztec	Org
N611-JD	C337 Skymaster	Wht/Brw
N6565S	C150	Red
N732DA	C-210	Wht/Red/Blu
N732YG	Cessna 210	Wht/Brw
N9028Y	Piper Navajo P	Wht/Org
N9661R	Beech D-50 Tw	
N9711	Beech Twin	Wht/Grn

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		*INDEX*
AK	Manokotak	A
AK	Ekwok	A
AR	Prescott Muni	A
AR	Mohave County	A
CA	Palmdale Prodn Flt	A
CA	Oxnard	A
CA	Visalia Muni	A
CA	Chico Muni	A
CA	Merced Muni	A
CA	Modesto City Cnty	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/171 FEBRUARY 7, 1980

EAST CENTRAL

ILLINOIS

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

#FDC 0/120 FI/P (FEB) THE ALBERTUS FREEPORT IL. NDB RWY 24 AMDT 8 CORRECT US GOVT CHART AL-5641 TERMINAL RTE ALTITUDE RIDOT INT TO BATTS INT SHOULD BE 2500 FT.

FDC 9/1799 FI/T (SPI) CAPITAL, SPRINGFIELD IL. NDB RWY 4 AMDT 14 SI MDA 1100 FT/HAT 508 FT ALL CATS VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CATS A, B AND C MDA 1100 FT HAA 503 FT CAT D MDA 1180 FT/HAA 583 FT. RNAV RWY 4 AMDT 3 SI MDA 1060 FT/HAT 468 FT ALL CATS VIS CAT C RVR 4000. CIRCLING CAT A MDA 1060 FT/HAA 463 FT. PROC DATA NOTE CHANGE TO READ; HORIZONTAL DIST MDA TO MAP ON GS 1.35 NM. RADAR-1 AMDT 2 ASR SI RWY 4 MIN ALT AT 2 MI RADAR FIX 1060 FT.

FDC 9/2072 FI/T (CPS) BI-STATE PARKS, EAST ST LOUIS, IL. ILS RWY 30 ORIG MIN ALT ACORE INT/OM 2000 FT. MIN GS INTERCEPT ALT 2000 FT. GS ALT AT ACORE INT/OM 1997 FT MM 653 FT. GS ANGLE 2.85 DEG. TCH 41 FT. NDB RWY 30 AMDT 11 MIN ALT OCCAM INT 2000 FT.

INDIANA

#FDC 0/116 FI/T (SBN) MICHIANA REGIONAL SOUTH BEND IN. VOR RWY 18 AMDT 3 SI MDA 1200 FT/HAT 423 FT ALL CATS VIS CAT C 11/4 MI.

#FDC 0/141 FI/P (MZZ) MARION MUNI MARION IN. ILS RWY 4 ORIG CORRECT US GOVT CHART AL-5064 CHANGE RADIAL FM OKK VORTAC TO MILOS INT/OM TO READ R-120.

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/55 FI/T (FNT) BISHOP ARPT FLINT MI. NDB RWY 9 AMDT 18. SI RWY 9 MDA 1620 FT HAT 849 ALL CATS. VIS RVR 5000 FT CAT B VIS 2 MILE CAT C VIS 21/2 CAT D. CIRCLING MDA 1620 FT HAA 838 FT ALL CATS VIS 11/4 CAT B VIS 21/2 CAT C VIS 23/4 CAT D. ALTERNATE MINIMUMS BOTH ILS AND LOC 900–2 CATS A/B 900–21/2 CAT C 900–23/4 CAT D.

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1864 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 3 DUAL VOR/ RADAR MINIMA NA.

FDC 9/1881 FI/T DME REQUIRED FOR THE FOLLOWING PROCS. (86G) LADA PETERSBURG MI VOR-A AMDT 1. (0G9) SALEM SALEM MI VOR-A AMDT 2. (1G2) NATIONAL WESTLAND MI VOR-A AMDT 4. (1D2) METTETAL PLYMOUTH MI VOR-A AMDT 4. (ARB) ANN ARBOR MUNI ANN ARBOR MI VOR RWY 24 AMDT 6. (2G5) GROSSE ILE MUNI DETROIT/GROSSE ILE MI VOR-A AMDT 1.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME. DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS. VIS CAT A AND B 1/2 MI. CAT C 3/4 MI. CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS. VIS CAT A AND B 3/4 MI. CAT C 1 MI. CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

FDC 9/1945 FI/T (MKG) MUSKEGON COUNTY, MUSKEGON MI. VOR-A (TAC) AMDT 14. VOR/DME RWY 5 AMDT 5. LOC BC RWY 14 AMDT 3. ILS RWY 32 AMDT 10. NDB RWY 32 AMDT 5. LOC RWY 23 AMDT 1 RADAR-1 AMDT 5 AND RNAV RWY 14 AMDT 4 CIRCLING MINS CAT D MDA 1220 FT/HAA 592 FT.

FDC 9/2003 FI/T (IWD) GOGEBIC COUNTY, IRONWOOD, MI. VOR RWY 9 AMDT 8 PROC TURN 259 DEG OUTBOUND. FAC 079 DEG. STEPDOWN FIX IS IWD R-259/4 DME. VOR/DME RWY 27 AMDT 4 PROC TURN 103 DEG OUTBOUND. FAC 283 DEG. STEPDOWN FIX IS IWD R-103/3 DME.

FDC 9/2155 FI/T (DTW) DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 3L AMDT 3. NDB RWY 3L AMDT 5. RADAR-1 AMDT 12 ASR RWY 3L MISSED APCH CLIMB TO 3000 FT DIRECT DW LOM AND HOLD NE RIGHT TURNS 213 DEG INBOUND. ILS RWY 21R AMDT 14. NDB RWY 21R AMDT 7. RADAR-1 AMDT 12 ASR RWY 21R MISSED APCH CLIMB TO 3000 FT DIRECT DT LOM AND HOLD SW LEFT TURNS 033 DEG INBOUND. ILS RWY 27 AMDT 4. NDB RWY 27 AMDT 5. RADAR-1 AMDT 12 ASR RWY 27 MISSED APCH CLIMBING LEFT TURN TO 3000 FT DIRECT CRL VORTAC AND HOLD SW LEFT TURNS 055 DEG INBOUND.

FDC 9/2187 FI/T (CAD) WEXFORD COUNTY CADILLAC MI. NDB RWY 25 AMDT 1 SI RWY 25 AND CIRCLING MDAS 2020 FT/HAT/HAA 715 FT ALL CATS. VIS SI RWY 25 AND CIRCLING CAT A B 1 MI. CAT C 2 MI. CAT D 2 1/4 MI.

OHIO

FDC 0/35 FI/T (YNG) YOUNGSTOWN MUNI, YOUNGSTOWN, OH. ILS RWY 14 AMDT ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 1/2 MI ALL CATS.

FDC 9/2049 FI/T (SGH) SPRINGFIELD MUNI, SPRINGFIELD, OH. NDB RWY 24 AMDT 10 DELETE TRML RTE MECAN INT TO CCJ NDB. VOR RWY 6 AMDT 3 AND VOR RWY 24 AMDT 3 DELETE MECAN INT TO SGH VOR.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT. MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 9/1473 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. RADAR-1 AMDT 5. SI ASR RWY 33 MDA 520 FT ALL CATS.

DELAWARE

FDC 0/97 FI/P GREATER WILMINGTON AIRPORT, WILMINGTON, DE. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 4 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BETWEEN HOURS 2030/0630 LOCAL DAILY PLUS WKEND UFN.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T (SFM) SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

FDC 9/2190 FI/P (2W2) CLEARVIEW AIRPARK WESTMINSTER MD. VOR-A AMDT 1. DELETE PROC NA AT NIGHT. ADD ACTIVATE LIRL RWY 13/31 122.8. THIS IS AMDT 2.

MASSACHUSETTS

FDC 0/4 FI/T (HYA) BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1953 FI/T (PVC) PROVINCETOWN MUNI PROVINCETOWN MA. SDF RWY 7 AMDT 1 PROC NA.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

# FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2061 FI/T (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 3. TERMINAL ROUTE RVH VORTAC TO SQUIRE LOM NA. ADD TERMINAL ROUTE CCC VORTAC TO SQUIRE LOM CRS/DIST 111/11 ALT 1700 FT.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 8/1044 FI/T (LNP) LONESOME PINE WISE VA. NDB RWY 24 ORIG PROCEDURE NOT AUTHORIZED.

FDC 8/1860 FI/T (SHD) SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 2. GLIDE SLOPE UNUSABLE BELOW 1484 FT MSL. SI ILS RWY 4. DH 1484 FT HAT 301 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY, ALL CATS VIS INCREASED 1/2 MILE WHEN MALSR INOPERATIVE.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/656 FI/T (LVL) LAWRENCEVILLEBRUNSWICK MUNI LAWRENCEVILLE VA. VCR-A AMDT 3 PROC NA.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 9/1987 FI/T (312) MASON COUNTY, POINT PLEASANT, WV. VOR/DME-A ORIG MISSED APPROACH POINT HNN R-344/ 9.7 DME.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800-2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 9/2181 FI/T (SGT) STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

#FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

#FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 0/44 FI/T (LCH) LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 LOC BC RWY 33 AMDT 10 VOR-A AMDT 9 VORTAC-B AMDT 4 CIRCLING MDA 460 FT CAT A. RADAR-1 ORIG ASR RWY 5 MDA 380 FT ALL CATS. CIRCLING MDA 460 FT CAT A.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18/36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13. RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

FDC 9/2186 FI/T (MSY) NEW ORLEANS INTL/MOISANT FIELD/, NEW ORLEANS, LA. LOC BC RWY 19 AMDT 5 AND RADAR-1 ASR RWY 19 AMDT 10. SI RWY 19 MDA 400. IFR DEPARTURE PROCEDURE RWY 5 200 FT. CEILING AND VIS 1 MILE.

NEW MEXICO

#FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

#FDC 0/164 FLIGHT RESTRICTION 2 NAUTICAL MILE RADIUS OF THE SANTE FE NM. SAF VORTAC 332 DEGREE RADIAL AT .5 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET ABOVE GROUND LEVEL. ALBUQUEQUE NM. (ABQ) IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1540 FI/T (ONM) SOCORRO MUNI SOCORRO NM. VOR/DME-A ORIG NA.

OKLAHOMA

#FDC 0/155 FI/T (MLC) MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1240 FT ALL CATS.

FDC 9/1682 FI/T (CSM) CLINTON-SHERMAN, CLINTON, OK. VOR RWY 35L, AMDT 3, SI MDA ALL CATS 2320 FT.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

FDC 9/2185 FI/T (OK33) SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

#FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

#FDC 0/129 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. NDB RWY 10 AMDT 7. SI MDA 3340 FT HAT 473 FT ALL CATS. ILS RWY 10 AMDT 10. SI LOC MDA 3280 FT HAT 413 FT ALL CATS. SI LOC VIS CAT A/B/C RVR 4000 FT. RADAR-1 AMDT 1. ASR RWY 10 MDA 3280 FT HAT 413 FT ALL CATS VIS CAT A/B/C RVR 4000 FT.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1367 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11. NDB RWY 3R AMDT 34. ILS RWY 12R AMDT 7. RADAR-1 AMDT 21. RNAV 30L AMDT 6. CIRCLING MDA CAT A B C 1340 HAA 531.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6. NDB RWY 17L AMDT 5. NDB RWY 35R AMDT 6. VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FLORIDA

#FDC 0/109 FI/T (FMY) PAGE FIELD, FORT MYERS, FL. TAKEOFF MINIMUMS RWY 23 STANDAND.

#FDC 0/121 FI/P (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

#FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1012 FI/T (MLB) MELBOURNE REGIONAL MELBOURNE FL. LOC BC RWY 27 AMDT 2 SI-27 MDA 460 FT HAT 434 FT ALL CATS. VIS CAT C 11/4 MILES CAT D 11/2 MILES.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T (X41) WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

#FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200-1.

FDC 0/43 FI/T (CTJ) WEST GEORGIA REGIONAL CARROLLTON GA. NDB RWY 34 AMDT 1 PROC NA.

FDC 0/68 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 1 AND VOR/DME RWY 36 AMDT 2 NA.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/1609 FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTNL ATLANTA GA. IFR DEPARTURE PROCEDURE RWY 27L CLIMB RUNWAY HEADING TO 1300 FT BEFORE TURNING LEFT.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

#FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C: RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS, CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A.B.C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. TDZE RWY 29 NOW 481 FT.

FDC 9/1478 FI/T (CVG) GREATER CINCINNATI, COVINGTON, KY. ILS 18 AMDT 11 MISSED APCH CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND. DELETE PROC DATA NOTE AUTOPILOT COUPLED APCHS NA BELOW 1565 FT MSL. NDB RWY 18 AMDT 11 AND RADAR-1 AMDT 18 MISSED APCH RWY 18 CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND.

FDC 9/1569 FI/T (M25) MAYFIELD GRAVES COUNTY, MAYFIELD, KY. VOR/DME-A AMDT 1. MDA 1080 FT HAT 555 FT CATS A/B/C.

FDC 9/1797 FI/T (I28) ASHLAND-BOYD COUNTY ASHLAND KY. VOR RWY 10 AMDT 4 SI RWY 10 MDA 1400 FT/HAT 854 FT ALL CATS. CIRCLING MDA 1400 FT/HAA 854 FT CAT A B AND C MDA 1420 FT/HAA 874 FT CAT D. SI AND CIRCLING VIS CAT A 1 MI. CAT B 1 1/4 MI CAT C 2 1/2 MI. CAT D 2 3/4 MI.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200 1 REQUIRED.

FDC 9/2089 FI/T (CVG GREATER CINCINNATI INTL COVINGTON KY. ILS RWY 9R AMDT 7 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 9R AMDT 6 SI 9R MDA 1380 FT/HAT 509 FT ALL CATS. VIS SI 9R CAT C 1 MI. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 18 AMDT 11 SI LOC 18 MDA 1220 FT/HAT 347 FT ALL CATS. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 18 AMDT 11 SI 18 MDA 1380 FT/HAT 507 FT ALL CATS. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 36 AMDT 27 SI LOC 36 MDA 1320 FT/HAT 470 FT ALL CATS. VIS SI LOC 36 CAT C RVR 4000 FT CAT D RVR 5000 FT. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 36 AMDT 25 SI 36 MDA 1400 FT/HAT 550 FT ALL CATS. VIS SI 36 CAT D 1 1/2 MI. CIRCLING CAT A/B/C MDA 1400 FT/HAA 509 FT. ILS RWY 27L AMDT 5 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. RADAR-1 AMDT 18 SI 9R MDA 1260 FT/HAT 389 FT ALL CATS. SI 18 MDA 1260 FT/HAT 387 FT ALL CATS SI 27L MDA 1280 FT/HAT 405 FT ALL CATS. SI 36 MDA 1320 FT/HAT 470 FT ALL CATS. CIRCLING CAT A MDA 1340/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 9/2162 FI/T (6M5) HANCOCK AIRFIELD HAWESVILLE KY. NDB-A AMDT 1 CIRCLING MDA 1180 FT/HAA 780 FT ALL CATS. VIS 11/2 MI CAT B 21/4 MI CAT C AND 21/2 MI CAT D.

FDC 9/2163 FI/T (2I0) MADISONVILLE MUNI MADISONVILLE KY. VOR RWY 23 AMDT 5 SI RWY 23 MDA 840 FT/HAT 402 FT CAT A/B/C. CAT D NA. VIS 1 MI CAT A/B/C. CIRCLING MDA CAT A 880FT/HAA 442 FT CAT B/C MDA 900FT/ HAA 462 FT CAT D NA. VIS 1 MI CAT A/B. 11/2 MI CAT C. PROC DATA NOTE CHG TO READ OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.8. WHEN NOT AVAILABLE USE EVANSVILLE INDIANA ALTIMETER SETTING AND INCREASE ALL MDAS 180FT.

MISSISSIPPI

FDC 0/98 FI/T (MMS) SELFS MARKS MS. NDB RWY 2 AMDT 2 AND NDB-A ORIG NA.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

#FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO EWN VOR AND HOLD. SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

#FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5.8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 9/910 FI/T (GMU) GREENVILLE DOWNTOWN GREENVILLE SC. TAKEOFF MINIMUM RWY 9 200 1 MON THRU FRI 1100 to 0100Z.

TENNESSEE

#FDC 0/108 FI/T (MQY) SMYRNA, SMYRNA, TN. NDB RWY 32 AMDT 2 MINIMUM ALT OVER SWZ NDB 1800 FT.

#FDC 0/145 FI/T (MEM) MEMPHIS INTERNATIONAL MEMPHIS TN. ILS RWY 17L AMDT 4 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

FDC 9/2004 FI/T (FYM) FAYETTEVILLE MUNI, FAYETTEVILLE TN. NDB RWY 1 AMDT 3 NA.

FDC 9/2119 FI/T (CHA) LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS RWY 14 300-1 OR STANDARD WITH MINIMUM CLIMB OF 230/NM TO 1700.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

#FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

#FDC 0/143 FI/T (CIC) CHICO MUNI CHICO CA. NDB RWY 13L ORIG SI MDA 780 FT/HAT 542 FT ALL CATS. SI VIS 1 MILE CAT A/B 11/2 MILE CAT C 13/4 MILE CAT D. CIRCLING MDA 780 FT/HAA 542 FT CAT A/B/C.

#FDC 0/167 FI/T (L47) SANTA YNEX CA. VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

#FDC 9/2090 CORRECTION TO U.S. GOVERNMENT AREA CHART A-2 PANEL F DENVER EFFECTIVE 29 NOV 1979. CHANGE HOLDING PATTERN WIGGI INT V-220 TO READ RIGHT TURN 260 RAD FROM AKO VORTAC.

UTAH

FDC 9/414 FI/T (CNY) CANYONLANDS FIELD MOAB UT. VOR/DME RWY 33 ORIG NA.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000-360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700-2200 LOCAL.

NORTH CENTRAL

IOWA

#FDC 0/117 FI/P (DSM) DES MOINES MUNI DES MOINES IA. ILS RWY 30R AMDT 15 NDB RWY 30R AMDT 14 CORRECT US GOVT CHARTS AL-117 BY REDESCRIBING JILTT INT/IAF IN PART AS TNU VORTAC R-215 VICE R-244.

#FDC 0/157 FI/T (CID) CEDAR RAPIDS MUNI CEDAR RAPIDS IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA AND SI-ILS VIS RVR 4000 ALL CATS. S-LOC VIS RVR 4000 CAT A/B/C RVR 6000 CAT D. NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA SI VIS RVR 6000 CAT C 11/2 MILES CAT D. VOR RWY 9 AMDT 13 WHEN ATCT NOT IN OPERATION. SI VIS RVR 4000 CAT A/B/C RVR 6000 CAT D.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

# FDC 0/118 FI/P (KCK) FAIRFAX MUNI KANSAS CITY KS. LOC-E ORIG MISSED APPROACH POINT 5.0 MI AFTER PASSING KEMPE INT MKC 13.6 DME RADAR OR AT MKC 8.6 DME. DISTANCE FAF TO MAP 5.0 MI. THIS IS LOC-E AMDT 1.

# FDC 0/119 FI/P (KCK) FAIRFAX MUNI KANSAS CITY KS. LOC RWY 35 AMDT 1 CORRECT US GOVT CHART AL-212 MISSED APPROACH POINT 5.0 MI AFTER PASSING KEMPE INT/MKC 13.6 DME RADAR/OR AT MKC 8.6 DME.

# FDC 0/128 FI/P (K61) BELOIT MUNI BELOIT KS. VOR/DME RWY 17 ORIG. CORRECT US GOVT CHART/AL-6560/MAP TKO R-153/20.6. DISTANCE FAF TO THR 5.6 NM.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG. VOR/DME RWY 35 ORIG. RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES. CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

# FDC 0/105 FI/T (INL) FALLS INTL INTL FALLS MN. ILS RWY 31 AMDT 6 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 9/1938 FI/P (ONA) WINONA MUNI-MAX CONRAD FIELD, WINONA, MN. MLS RWY 29 (INTERIM) AMDT 1 CANCELLED.

FDC 9/2035 FI/T (LXL) LITTLE FALLS-MORRISON COUNTY, LITTLE FALLS, MN. NDB RWY 30 AMDT 1 ALL SI MDA AND CIRCLING CATS A, B AND C MDA 1980 FT.

FDC 9/2069 FI/T (MSP) MINNEAPOLISST PAUL INTL/WOLD-CHAMBERLAIN/, MINNEAPOLIS, MN. NDB RWY 29L AMDT 21 SI 29L MDA 1440 FT ALL CATS. CAT C VIS RVR 6000 FT. CIRCLING MDA 1460 FT ALL CATS. CIRCLING CAT C VIS 1 3/4 MI. NDB RWY 29R AMDT 9 SI 29R MDA 1440 FT ALL CATS. CAT C VIS 1 3/4 MI. CIRCLING MDA 1460 FT ALL CATS. CIRCLING CAT C VIS 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC 29R MDA 1380 FT ALL CATS. CIRCLING MDA 1380 FT CAT A, B, C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4. VOR RWY 11 AMDT 1. VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

FDC 9/2139 FI/T (HIB) CHISHOLDHIBBING HIBBING MN. TKOF MINS RWYS 4 22 31 STANDARD RWY 13 200-1 OR STANDARD WITH MIN CLIMB OF 267 FT/NM TO 1500 FT/668 PER MINUTE AT 150 K. 890 FT PER MINUTE AT 200 K/.

FDC 9/2177 FI/T /CKN/ CROOKSTON MUNIKIRKWOOD FLD CROOKSTON MN VOR RWY 31 AMDT 1 PROC NA.

MISSOURI

FDC 0/011 FI/T /COU/ COLUMBIA REGIONAL, COLUMBIA, MO. LOC BC RWY 20 AMDT 6 PROC NA.

# FDC 0/133 FI/P (DMO) SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 3 AND NDB RWY 36 AMDT 4. ADD NOTE. ACTIVATE LIRL RWY 18/36 122.8. THIS IS NDB RWY 18 AMDT 4 AND NDB RWY 36 AMDT 5.

# FDC 0/139 FI/T (94K) CASSVILLE MUNI, CASSVILLE MO. VOR RWY 8 ORIG. DELETE PROCEDURAL DATA/NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD PROCEDURAL DATA/NOTE ACTIVATE MIRL RWY 8 – 123.0.

FDC 0/30 FI/P (COU) COLUMBIA REGIONAL COLUMBIA MO ILS RWY 2 AMDT 6. MISSED APPROACH. CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 2700 DIRECT ZODIA LOM AND HOLD. HOLD SOUTH LEFT TURNS 017 INBOUND. THIS IS ILS RWY 2 AMDT 7.

FDC 0/31 FI/P (MAW) MALDEN MUNI MALDEN MO. VOR RWY 31 AMDT 6 PROCEDURE TURN ALT 1900 FT. THIS IS VOR RWY 31 AMDT 7.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25. ILS RWY 35 AMDT 25. LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10. RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 9/665 FI/T (BFF) SCOTTS BLUFF COUNTY SCOTTSBLUFF NE. VOR/DME RWY 5 ORIGINAL MIN ALT CUSHY 10 DME (FAF) 5800 FT. TERMINAL ROUTE 17 DME ARC TO CUSHY 10 DME ALT 5800 FT. STRAIGHT IN MINS NA.

FDC 9/1285 FI/T (OFK) KARL STEFAN MEMORIAL NORFOLK NE. VOR RWY 19 AMDT 1. ALL SI AND CIRCLING MDAS 2200FT.

SOUTH DAKOTA

FDC 9/1720 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG (US ARMY) MINIMUM ALTITUDE RAP NDB (FAF) 4600 FT.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT. MOCA 10100 FT. MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM. BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

#FDC 0/103 FI/T (CVO) CORVALLIS MUNI, CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO USE EUGENE OREGON ALTIMETER SETTING.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

WASHINGTON

#FDC 0/110 FI/T (BFI) BOEING FIELD KING COUNTY INTL SEATTLE WA. ILS RWY 13R AMDT 20; LOC BC RWY 31L AMDT 8. DME UNUSABLE.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

WYOMING

FDC 9/2085 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE CYS, WY. VORTAC 004 DEGREE RADIAL AT 29 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FT ABOVE GROUND LEVEL. EFFECTIVE TIMES 301600 THRU 302200. DENVER IS COORDINATING FLIGHT SERVICE STATION.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/79 FI/P (ADQ) KODIAK KODIAK AK. ILS DME-1 RWY 25 ORIG SI LOC RWY 25 AND CIRCLING RWYS 28/36 CAT D VIS 21/4 MILES. THIS IS ILS/DME-1 RWY 25 AMDT 1.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

#FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE-DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

FDC 9/2090 CORRECTION TO U.S. GOVERNMENT AREA CHART A-2 PANEL F /DENVER/ EFFECTIVE 29 NOV 1979. CHANGE HOLDING PATTERN WIGGI INT /V-220/ TO READ RIGHT TURN 260 RAD FROM AKO VORTAC.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

The following information replaces the information on pages NAT-11 and NAT-12 contained in the publication GRAPHIC NOTICES AND SUPPLEMENTAL DATA dated January, 1980.

Please Retain these pages for future reference.

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA260	Waco	HL582 J582 Presque Isle J55	Kennebunk
NA262	Waco	HL586 Baie Comeau HL563 J563	Albany
NA264	Waco	HL586	Charlevoix
NA280	Hopedale	HL551 Wabush HL583 Sept Iles HL582 J582 Presque Isle J55	Kennebunk
NA282	Hopedale	HL551 Wabush HL561 J561 Presque Isle J55	Kennebunk
NA284	Hopedale	HL551 Wabush HL561 Baie Comeau HL563 J563	Albany
NA286	Hopedale	HL551 Chibougamau HL570 J570	Albany
NA288	Hopedale	HL551 Wabush HL561 Baie Comeau HL555	Charlevoix
NA290	Hopedale	HL551 J551 Peck J94 Pullman V84 Pappi	Chicago
NA292	Hopedale	HL551 Chibougamau HL545	Midland
NA294	Hopedale	HL551 Chibougamau HL570	Montreal/Mirabel /Dorval
NA302	Schefferville	HL561 J561 Presque Isle J55	Kennebunk
NA304	Schefferville	HL561 Baie Comeau HL563 J563	Albany
NA306	Schefferville	HL548 Nitchequon HL545 Chibougamau HL570 J570	Albany
NA308	Schefferville	HL561 Wabush HL583 Sept Iles HL582 J582 Presque Isle J55	Kennebunk
NA310	Schefferville	HL548 Nitchequon HL545	Midland
NA312	Schefferville	HL561 Baie Comeau HL555	Charlevoix
NA314	Schefferville	HL548 J548 Pullman V84 Pappi	Chicago
NA316	Schefferville	HL548 Nitchequon HL545 Chibougamau HL570	Montreal/Mirabel /Dorval

(B) NON-COMMON PORTION (WESTBOUND)

VIA ALBANY

Non-Common Portions from Albany

Albany	Kingston Kingston Arrival	Kennedy
Albany	Pawling Calverton Calverton 193 Radial J121 Coyle 100 Radial Coyle	McGuire
Albany	J49 Hancock V153 Lake Henry V149 Mazie	Philadelphia
Albany	Pawling Calverton Calverton 193 Radial J121 Sea Isle	Dover
Albany	J37 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V3 Taylor V93 Jaret	Baltimore
Albany	J37 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V378 Ensue	Andrews
Albany	J37 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V474 V143 Scoby Armel	Dulles

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook Arrival	Kennedy
Boston	J55 Providence J121 Coyle 100 Radial Coyle	McGuire
Boston	J55 Providence J121 Coyle 100 Radial V312 Woodstown	Philadelphia
Boston	J55 Providence J121 Sea Isle	Dover
Boston	Putnam J581 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V3 Taylor V93 Jaret	Baltimore
Boston	Putnam J581 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V378 Ensue	Andrews
Boston	Putnam J581 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V474 V143 Scoby Armel	Dulles

VIA CHARLEVOIX

Non-Common Portions from Charlevoix

Charlevoix	HL555 Quebec HL546 St. Felix de Valois V316	Montreal/Mirabel /Dorval
Charlevoix	HL553 V360	Ottawa
Charlevoix	HL553 Midland HL587 V34 Kleinburg	Toronto
Charlevoix	HL553 Ottawa HL546 Kleinburg HL558 London HL586 V98 Deedn V2 Rhyme	Detroit
Charlevoix	HL553 Ottawa HL546 J546 Peck J94 Pullman V84 Pappi	Chicago

VIA CHICAGO

There is no non-common portion from Chicago.

VIA HERIN

Non-Common Portions from Herin

Herin	Control 1142 Hyannis 014 Radial Scupp	Boston
Herin	J174 Hyannis Hyannis Transition Suffolk 2 Arrival	Kennedy
Herin	J174 J121 Coyle 100 Radial Coyle	McGuire
Herin	J174 J121 Coyle 100 Radial V312 Woodstown	Philadelphia
Herin	J174 J121 Sea Isle	Dover
Herin	J174 Hyannis J150 J62 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V3 Taylor V93 Jaret	Baltimore
Herin	J174 Hyannis J150 J62 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V378 Ensue	Andrews
Herin	J174 Hyannis J150 J62 Kennedy Kennedy 263 Radial Modena 056 Radial Modena V474 V143 Scoby Armel	Dulles

VIA HYANNIS

Non-Common Portions from Hyannis

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE SUN'N' FUN FLY-IN AT LAKELAND MUNICIPAL AIRPORT, FLORIDA

MARCH 16-22, 1980

Due to the heavy volume of air traffic generated by the EAA Sun'N' Fun Fly-In, the Federal Aviation Administration will provide temporary Air Traffic Control Service and will use the following procedures to help maintain a safe orderly flow of air traffic at Lakeland Municipal Airport, Florida, from March 16 through March 22, 1980. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating in Central Florida. Numerous non-radio equipped aircraft will be operating in the vicinity of Lakeland. Peak traffic is expected from mid-morning until sundown daily with highest volume expected from March 19-22, 1980.

LAKELAND MUNICIPAL AIRPORT WILL BE CLOSED TO ALL ITINERANT OPERATIONS FROM 1 PM TO 3 PM EASTERN STANDARD TIME DAILY DURING THE FLY-IN. Arrival delays up to 1 hour can be expected daily between 3 pm and 4 pm due to a large number of departures from Lakeland Municipal Airport during this time.

Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch and go landings, low approaches and practice instrument approaches.

CONTROL TOWER: The Lakeland Temporary Control Tower will operate 12 hours per day during the EAA Sun'N' Fun Fly-In, between 7 am and 7 pm EST. Primary frequencies are: ATIS 120.9; Ground Control 121.8; Tower 125.5. Aircraft not equipped for 125.5 or aircraft with an emergency contact Lakeland Tower on 119.8. ATC may assign frequency 123.7 or 118.95 during busy periods.

TRAFFIC PATTERNS: Itinerant arrivals shall use left traffic for Runway 9R or right traffic for Runway 27L and enter the airport traffic area from over Lake Parker located about 6 miles northeast of the airport as shown on the graphic. Aircraft with traffic pattern speed of 130 knots or less, pass Lake Parker at 1000 feet MSL, faster traffic use 1500 feet MSL. Local traffic will use a separate traffic pattern and must receive a local pilot briefing before its use is authorized.

VFR ARRIVALS: All inbound aircraft are urged to listen to the Lakeland ATIS on 120.9 MHz when 20-30 miles from the airport for landing and special information. The Lake Parker landing procedure (SEE GRAPHIC) will be used at all times unless the Tower gives specific instructions to the contrary. When traffic volume exceeds the airport acceptance rate. VFR holding will be used prior to or over Lake Parker. All aircraft must be in trail passing Lake Parker. Left traffic to Runway 9R or right traffic to Runway 27L will be used to the maximum extent possible. Runway 4/22 will be closed during the entire period. Runway 13/31 will be closed except to aircraft that will enter the fly-by pattern. The pilot must have obtained a current local briefing and proper credentials before permitted to use Runway 13/31. Should the cross wind become too great to continue operations on the East/West Runway, Runway 13/31 will be opened. Traffic pattern entry will still be from over Lake Parker (as shown on the graphic) with further instructions issued by the Tower. All landing traffic should be alert for possible radio or light signal wave off from the Tower. Red smoke or hand signals from controllers near the approach end of the runway in use may also be used to signal a wave off. Plan landing so as to clear the runway as soon as possible on a hard surface. **Caution** remain on hard surface at all times unless specifically instructed by Tower or Flagman to do otherwise. Aircraft landing on the main Runway (9R) turn off to the right; on 27L turn off to the left. Do not use the parallel taxiway north of the runway marked 9L/27R unless so cleared by the Tower. The threshold on the taxiway marked 9L is displaced because of tall trees off the approach end. If cleared to land on the taxiway marked 9L/27R, DO NOT TURN OFF THE LANDING STRIP TOWARD THE SOUTH. Ground Control will direct you to the parking area. Expeditions clearing of the runway is necessary due to a continuous flow of arriving and departing traffic behind you.

VFR DEPARTURES: Before taxiing monitor Lakeland ATIS on 120.9 MHz for taxi information. Contact Ground Control on 121.8 MHz for taxi instructions prior to entering any taxiway.

EXCEPTION: Aircraft parked in the SUN'N' FUN parking area may follow signs and flagmen to the runway. Radio equipped aircraft from this area should monitor Ground Control on 121.8 MHz while taxiing and **contact** Ground Control **only** if you need further information. To expedite traffic you will be directed for an intersection departure

on Runway 9 (5000 feet remaining) or for full length on Runway 27. The ATIS will inform you whether to call the Tower or watch the FAA flagman at the runway for takeoff clearance. After departure, monitor the frequency given on the ATIS but do not call unless an emergency exists.

VFR FLIGHT PLANS: All pilots are urged to file a flight plan. Pilots with 2-way radio equipped aircraft should close flight plans with St. Petersburg radio transmit 122.1, listen Lakeland VOR 116.0. Non-radio equipped aircraft can close flight plans by telephone 682-3258 (local call) with St. Petersburg FSS or in person with the temporary FSS located at Lakeland and in the SUN'N' FUN area.

Non-radio equipped aircraft arriving at the SUN'N' FUN FLY'IN shall follow the Lake Parker arrival procedure (SEE GRAPHIC). Enter traffic only over Lake Parker. Enter the appropriate pattern and if other aircraft are sighted, find an aircraft to follow to the airport and REMAIN IN TRAIL. Land only on Runway 9R or 27L. Watch the Tower located near or on top of the Terminal building for a light. All other airport areas are either closed or are being used for other operations. Non-radio aircraft shall not land on the parallel taxiway north of the main East West Runway which will be marked 9L and 27R. After landing on the main runway 9R, make a right turnoff or on Runway 27L, make a left turnoff. Remain on the hard surface unless otherwise instructed by flagmen. Plan landing so as to clear the runway as soon as possible. Follow flagmen for parking. If red smoke is being emitted near the approach end of the landing runway, non-radio equipped aircraft are to leave the traffic pattern and re-enter over Lake Parker. Be extremely alert for numerous aircraft operating in the vicinity of Lakeland. If there is any possibility that you might be coming to SUN'N' FUN in an aircraft without a radio, it is important that you place your name, aircraft type, identification number, address, and the word NON-RADIO on a postcard and mail it to Tampa ATC Tower, Tampa International Airport, Tampa, FL 33607. The receipt of the card will validate your authorization to operate without a radio while the temporary ATC Tower is in operation. The card also indicates that you have read and understand the above procedures. It is suggested that you sign and fill in the following and carry this "Non-Radio equipped" procedure page with you while exercising this authorization.

Pilot's Signature

Date Card Mailed

Aircraft Identification

Because of the temporary nature of the Control Tower, considerable delay may be encountered getting authorization to operate without a radio by telephone.

IFR TRAFFIC: Due to the expected increase in the volume of traffic generated by the SUN'N' FUN FLY IN, some delays may be encountered for IFR arrival and departing traffic. Be familiar with the special procedures that will be used by the temporary Control Tower at Lakeland.

IFR ARRIVALS: Be prepared to discontinue your approach on final to enter a VFR traffic pattern. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland.

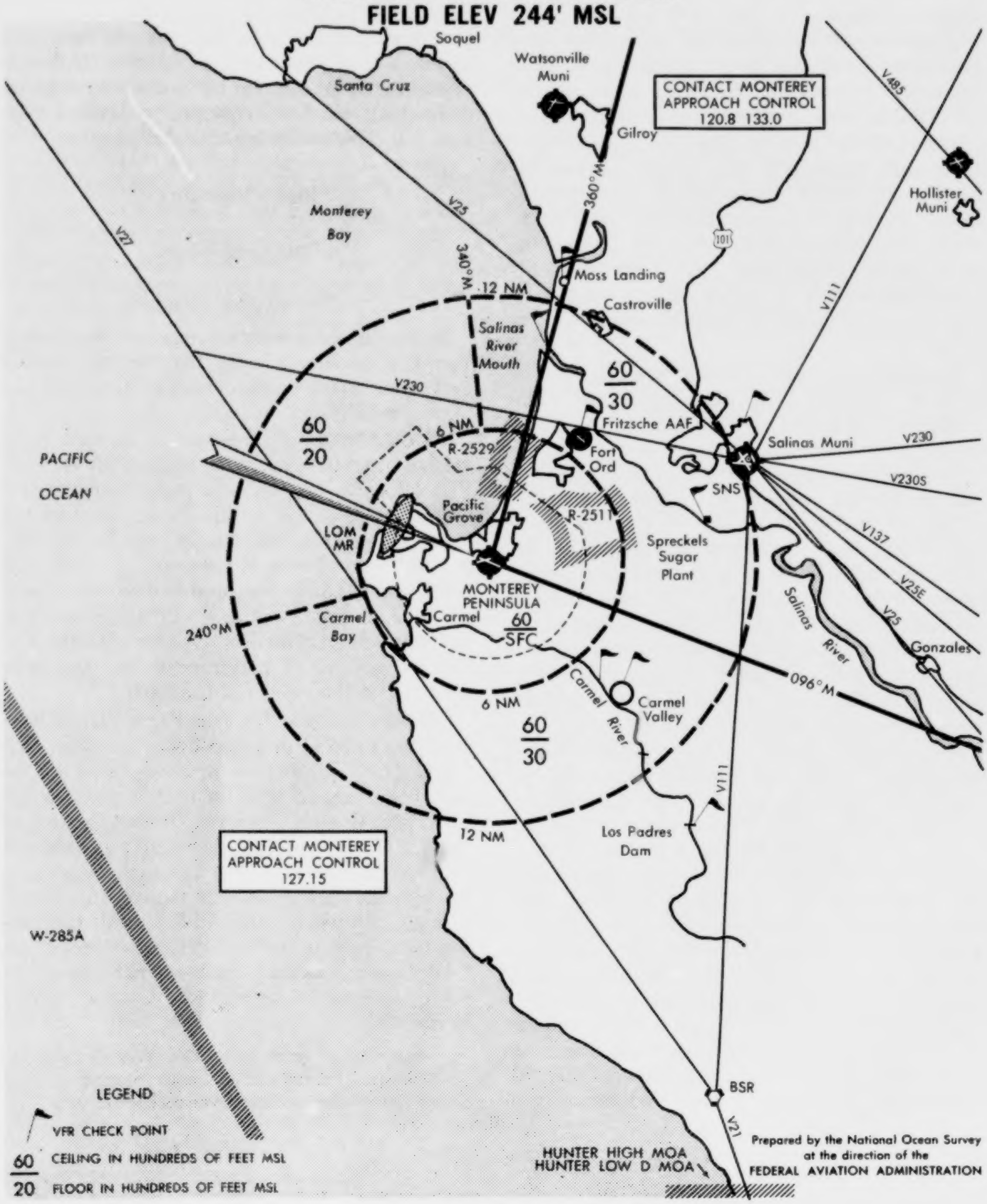
IFR DEPARTURES: File your Flight Plan at least one hour prior to proposed departure time. IFR Flight Plans which have not been used will be cancelled two hours after the filed proposed departure time. Contact Lakeland Ground Control on 121.8 MHz for your clearance. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position where other VFR aircraft can pass you for departure. *In any case, do not accept the FAA flagman's instructions to enter the runway or take off unless you have received a departure release by radio.*

Note: To minimize delay, aircraft are encouraged to depart VFR and contact Tampa Approach Control on 120.65 after leaving the airport traffic area.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

MONTEREY, CALIFORNIA
MONTEREY PENINSULA AIRPORT
FIELD ELEV 244' MSL


Soquel
Santa Cruz
Watsonville Muni
Gilroy
CONTACT MONTEREY APPROACH CONTROL 120.8 133.0
V485
Hollister Muni
101
V25
V27
Monterey Bay
360°M
340°M
12 NM
Moss Landing
Castroville
V111
Salinas River Mouth
60/30
V230
60/20
6 NM
R-2529
Fritzsche AAF
Fort Ord
Salinas Muni
V230
V230S
SNS
PACIFIC OCEAN
Pacific Grove
R-2511
Spreckels Sugar Plant
V137
LOM MR
MONTEREY PENINSULA
60/SFC
V25E
V25
Salinas River
Gonzales
Carmel Bay
Carmel
240°M
096°M
Carmel River
Carmel Valley
6 NM
60/30
V111
12 NM
Los Padres Dam
CONTACT MONTEREY APPROACH CONTROL 127.15
W-285A
BSR
V21
LEGEND
VFR CHECK POINT
60 CEILING IN HUNDREDS OF FEET MSL
20 FLOOR IN HUNDREDS OF FEET MSL
HUNTER HIGH MOA
HUNTER LOW D MOA

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FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

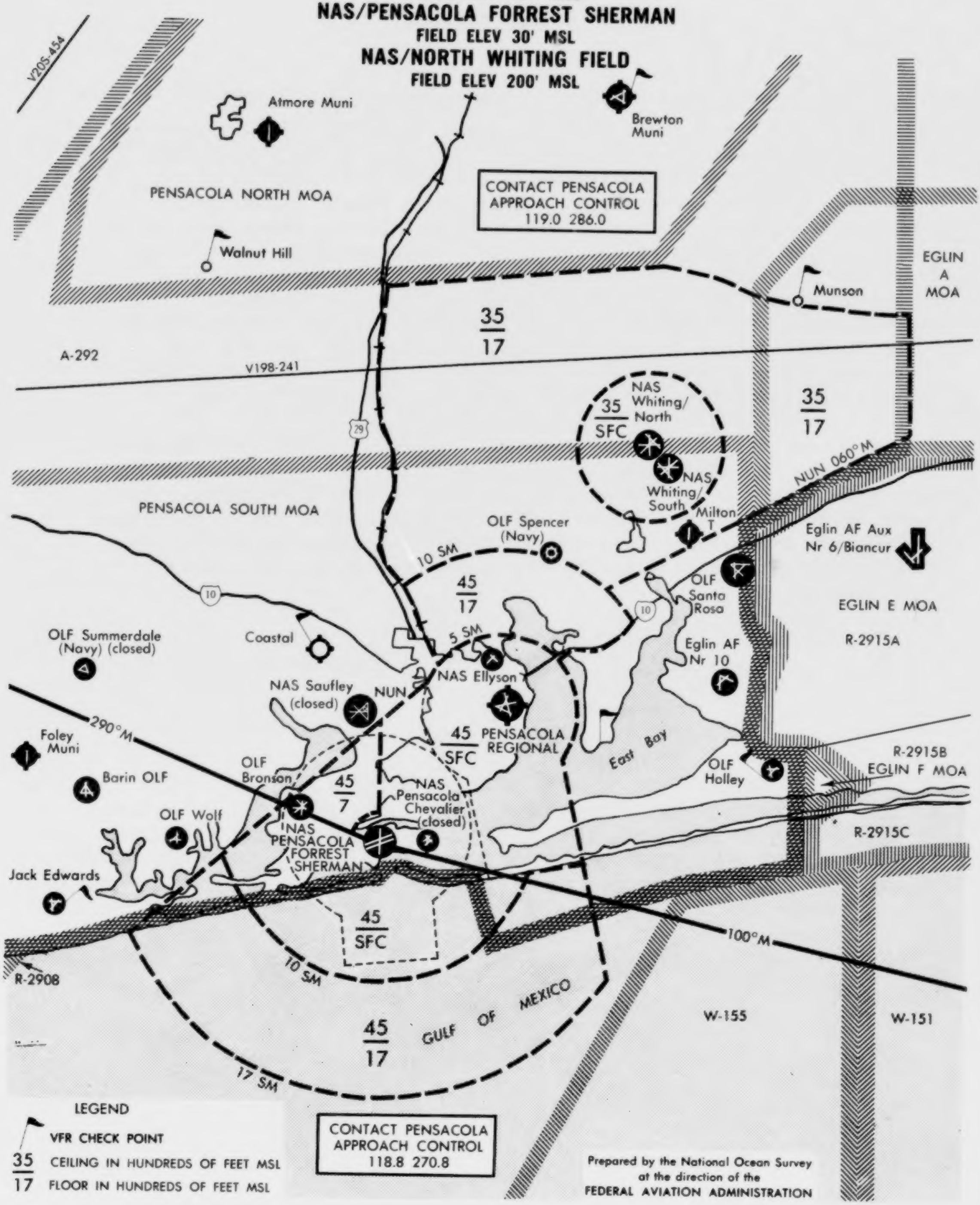
PENSACOLA, FLORIDA

PENSACOLA REGIONAL AIRPORT
FIELD ELEV 121' MSL

NAS/PENSACOLA FORREST SHERMAN
FIELD ELEV 30' MSL

NAS/NORTH WHITING FIELD
FIELD ELEV 200' MSL

INSERT IN
GRAPHIC NOTICES


V205-454
Atmore Muni
Brewton Muni
PENSACOLA NORTH MOA
Walnut Hill
Munson
EGLIN A MOA
35
17
A-292
V198-241
NAS Whiting/North
35
SFC
35
17
NAS Whiting/South
NUN 060°M
Milton T
PENSACOLA SOUTH MOA
OLF Spencer (Navy)
Eglin AF Aux Nr 6/Biancur
10 SM
45
17
OLF Santa Rosa
EGLIN E MOA
10
10
29
OLF Summerdale (Navy) (closed)
Coastal
5 SM
Eglin AF Nr 10
R-2915A
NAS Ellyson
NAS Saufley (closed)
NUN
Foley Muni
290°M
45
SFC
PENSACOLA REGIONAL
East Bay
R-2915B
EGLIN F MOA
Barin OLF
OLF Bronson
45
7
NAS Pensacola Chevalier (closed)
OLF Holley
OLF Wolf
NAS PENSACOLA FORREST SHERMAN
R-2915C
Jack Edwards
45
SFC
100°M
R-2908
10 SM
GULF OF MEXICO
W-155
W-151
45
17
17 SM

CONTACT PENSACOLA
APPROACH CONTROL
119.0 286.0

CONTACT PENSACOLA
APPROACH CONTROL
118.8 270.8

LEGEND

VFR CHECK POINT

35 CEILING IN HUNDREDS OF FEET MSL

17 FLOOR IN HUNDREDS OF FEET MSL

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UNICOM FREQUENCIES AT UNCONTROLLED AIRPORTS

At the present time there are three UNICOM frequencies, 122.7, 122.8 and 123.0 available for assignment to uncontrolled airports. In the past, no attempt has been made to assign these frequencies in such a way as to reduce frequency congestion between adjacent airports. To reduce frequency congestion, a frequency assignment plan has been developed for 15 areas of the country which have a high concentration of uncontrolled airports. Specifically, these areas are: New York/New Jersey, Washington, D.C./Maryland/Virginia, Atlanta, Chicago/Milwaukee, Cleveland, Los Angeles, Denver, Cincinnati/Dayton/Columbus, Seattle, Detroit/Toledo, Indianapolis, Houston, Dallas/Fort Worth, Pittsburgh and Boston. The FCC has requested a significant number of UNICOM operators located in the above areas to change frequencies in accordance with the plan.

Over the next 6 to 12 months there will be numerous UNICOM frequency changes. During this transition period directory/supplements or appropriate charts may not accurately reflect UNICOM frequency assignments at uncontrolled airports. Pilots destined for one of the areas noted above are urged to verify the UNICOM frequency in use during preflight briefings or with the FSS associated with the airport destination.

SPECIAL NOTICE

Recommended VFR Flight Procedures in the "Niagara Scenic Falls" Area.

Due to the high concentration of Sightseeing Flights in the Niagara Falls Area and in the interest of Flight safety, the following procedures are recommended:

(1) A RIGHT HAND CIRCUIT PATTERN WITH NORTH END RIGHT TURN AREA, SOUTH OF THE RAILRAOD BRIDGE ACROSS THE NIAGARA GORGE - AND SOUTHERN RIGHT TURN AREA NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA RIVER).

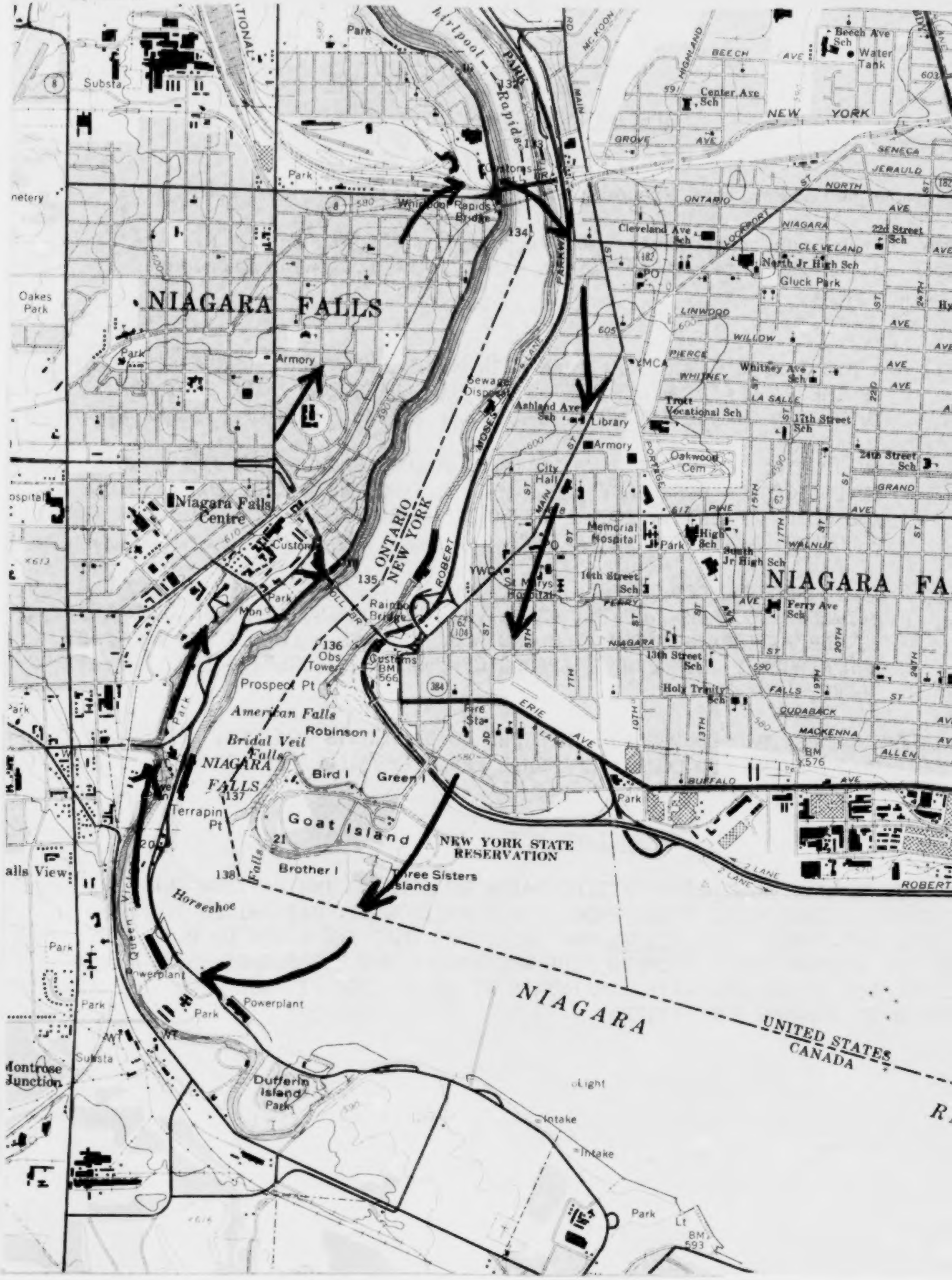
(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY: I.E. NORTHBOUND OR SOUTHBOUND, AND MONITOR THE FREQUENCY WHILE IN THE PATTERN.

(3) IT IS RECOMMENDED THAT (a) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL. (b) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL. (c) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS.+, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

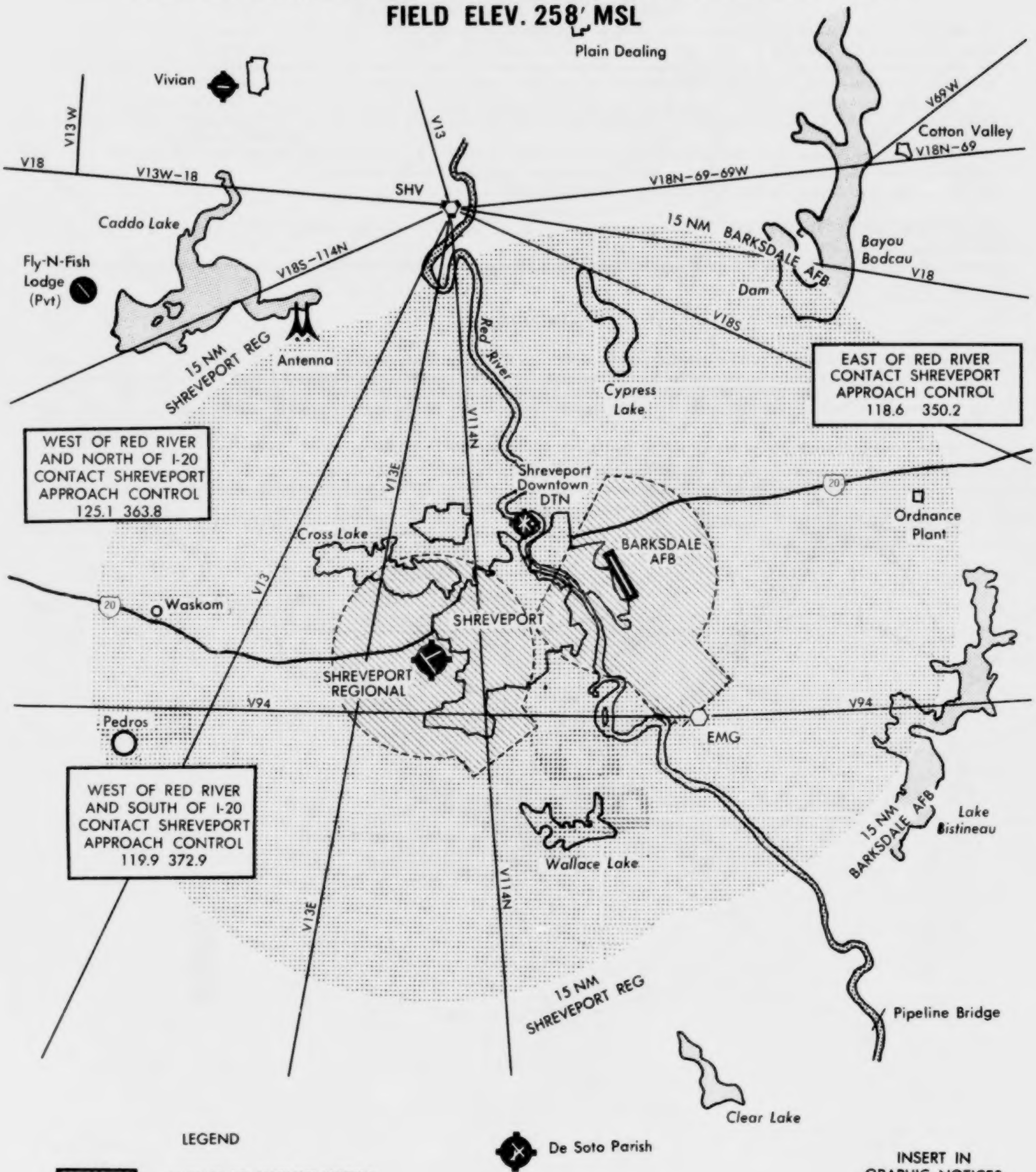
IMPORTANT NOTE

OBTAIN CURRENT ALTIMETER SETTING PRIOR TO JOINING THE PATTERN THROUGH EITHER NIAGARA FALLS TOWER FREQ. 118.5 MHZ, OR ST. CATHARINES TOWER FREQ. 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN "THE WHIRLPOOL" AND "HORSESHOE FALLS" ARE EXTREMELY NOISE SENSITIVE. MAINTAIN AT LEAST 2200 FT. ASL OVER THIS AREA PRIOR TO JOINING THE PATTERN.


NIAGARA FALLS
NIAGARA FA
Niagara Falls Centre
Whirlpool Rapids Bridge
Rainbow Bridge
ONTARIO
NEW YORK
American Falls
Bridal Veil Falls
NIAGARA FALLS
Horseshoe Falls
Goat Island
NEW YORK STATE RESERVATION
Three Sisters Islands
Prospect Pt
Robinson I
Bird I
Green I
Brother I
Terrapin Pt
NIAGARA
UNITED STATES
CANADA
Dufferin Island Park
Powerplant
Queen Victoria Park
Oakes Park
Falls View
Montrose Junction
Armory
Customs
Library
City Hall
Memorial Hospital
St Marys Hospital
Oakwood Cem
Gluck Park
Whirlpool Rapids
ROBERT MOSES PARKWAY

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SHREVEPORT, LOUISIANA, SHREVEPORT REGIONAL ARPT
FIELD ELEV. 258' MSL


Plain Dealing
Vivian
V13W
V18
V13W-18
V13
SHV
V18N-69-69W
V69W
Cotton Valley
V18N-69
Caddo Lake
15 NM BARKSDALE AFB
Bayou Bodcau
V18
Fly-N-Fish Lodge (Pvt)
V18S-114N
Dam
V18S
15 NM SHREVEPORT REG
Antenna
Red River
Cypress Lake
EAST OF RED RIVER CONTACT SHREVEPORT APPROACH CONTROL 118.6 350.2
WEST OF RED RIVER AND NORTH OF I-20 CONTACT SHREVEPORT APPROACH CONTROL 125.1 363.8
V114N
V13E
Shreveport Downtown DTN
20
Ordnance Plant
Cross Lake
BARKSDALE AFB
V13
20
Waskom
SHREVEPORT
SHREVEPORT REGIONAL
V94
V94
Pedros
EMG
WEST OF RED RIVER AND SOUTH OF I-20 CONTACT SHREVEPORT APPROACH CONTROL 119.9 372.9
15 NM BARKSDALE AFB
Lake Bistineau
Wallace Lake
V13E
V114N
15 NM SHREVEPORT REG
Pipeline Bridge
Clear Lake
De Soto Parish

LEGEND

▨ SURFACE TO 5000' MSL WITHIN AIRPORT CONTROL ZONE

░ 2000' MSL THROUGH 5000' MSL

INSERT IN
GRAPHIC NOTICES

Prepared by the National Ocean Survey
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FEDERAL AVIATION ADMINISTRATION

29 NOV 1979

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

WASHINGTON NATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

DEPARTURES

JET AIRCRAFT – From take-off climb to 1500'. At 1500' reduce power to a target setting computed for hot day conditions at maximum gross take-off weight to give approximately 500' FPM climb. (In lieu of 1500' as the point of power reduction, the 2 mile DME fix* when departing northwest or northeast or the 3 mile DME fix* when departing south may be used). Maintain reduced power until past a 10 mile DME arc*. Upon reaching the 10 mile DME arc*, gradually increase power to normal climb settings. Follow the Potomac or Anacostia River routes described below unless otherwise advised by ATC.

ATC CLEARANCE TO "CONTINUE CLIMB" IN NO WAY ELIMINATES THE REQUIREMENT TO COMPLY WITH NOISE ABATEMENT PROCEDURES, EXCEPT THAT THE SPECIFIC ATC INSTRUCTION TO "EXPEDITE CLIMB" RELEASES THE PILOT FROM FURTHER COMPLIANCE WITH NOISE ABATEMENT PROCEDURES.

NORTHWEST – Potomac River to abeam Georgetown Reservoir thence continue over the river or via 325° Radial* until past the 10 mile DME arc.*

NORTHEAST – Anacostia River to the 5 mile DME fix*, continuing at reduced power past a 10 mile DME arc*.

SOUTH – Potomac River to the 5 mile DME fix*, continuing at reduced power past a 10 Mile DME arc*.

(*Washington (DCA) VOR/DME)

1-AND 2-ENGINE PROPELLER AIRCRAFT – Follow Potomac or Anacostia Rivers as appropriate. From take-off climb to 1500' prior to turning on course unless instructed to turn sooner by ATC.

4-ENGINE PROPELLER AIRCRAFT – Follow Potomac or Anacostia Rivers as appropriate. From take-off climb to 2000' prior to turning on course unless instructed to turn sooner by ATC.

ARRIVALS

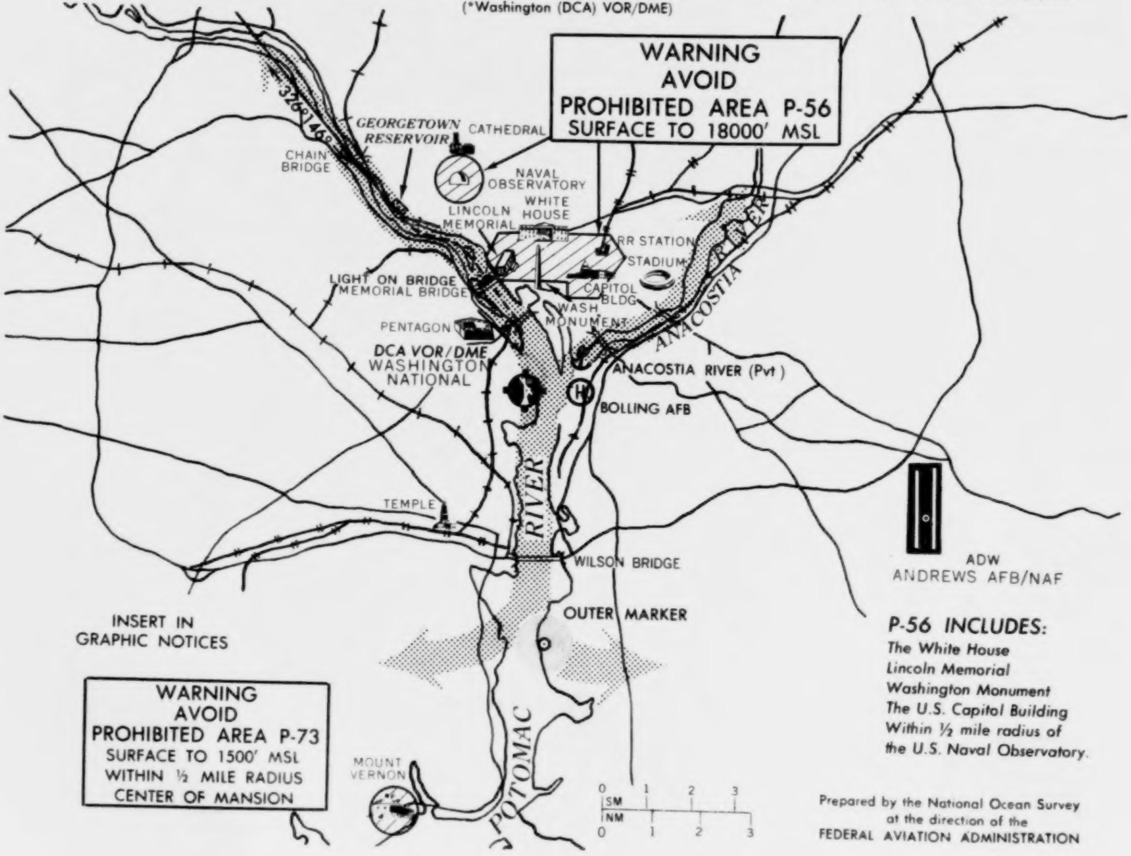
Aircraft shall be vectored so as to continue their approaches over the rivers while being spaced within the traffic flow.

Aircraft making IFR approaches from the northwest shall be cleared for a River Approach (Visual) when weather is 3500' and 3 miles or better. Radar vectors will be provided to the final approach course. When cleared for a River Approach, aircraft may visually follow the river to the airport or may proceed via the DCA VOR 326° radial (146° inbound) or via the LDA RWY 18 approach to abeam Georgetown Reservoir or the DCA 4 mile DME, then visually follow the river to the airport.

A light on Memorial Bridge is installed to assist pilots in staying over the Potomac River during approaches from the northwest.

Aircraft making IFR approaches from the south shall be cleared for a Mount Vernon Approach (Visual) when weather is 3000' and 4 miles or better. When o cleared, aircraft will proceed inbound via 187° radial* (007° inbound) to abeam Oxon NDB or 5.6 DME fix*, then will visually follow the river to the airport.

(*Washington (DCA) VOR/DME)


326°/146°
GEORGETOWN RESERVOIR
CATHEDRAL
CHAIN BRIDGE
NAVAL OBSERVATORY
WHITE HOUSE
LINCOLN MEMORIAL
RR STATION
STADIUM
RIVER
ANACOSTIA
LIGHT ON BRIDGE
MEMORIAL BRIDGE
CAPITOL BLDG
WASH MONUMENT
PENTAGON
DCA VOR/DME
WASHINGTON NATIONAL
ANACOSTIA RIVER (Pvt)
BOLLING AFB
RIVER
TEMPLE
WILSON BRIDGE
ADW
ANDREWS AFB/NAF
OUTER MARKER
POTOMAC
MOUNT VERNON
0 1 2 3
SM
NM
0 1 2 3

WARNING
AVOID
PROHIBITED AREA P-56
SURFACE TO 18000' MSL

INSERT IN GRAPHIC NOTICES

WARNING
AVOID
PROHIBITED AREA P-73
SURFACE TO 1500' MSL
WITHIN ½ MILE RADIUS
CENTER OF MANSION

P-56 INCLUDES:
The White House
Lincoln Memorial
Washington Monument
The U.S. Capitol Building
Within ½ mile radius of the U.S. Naval Observatory.

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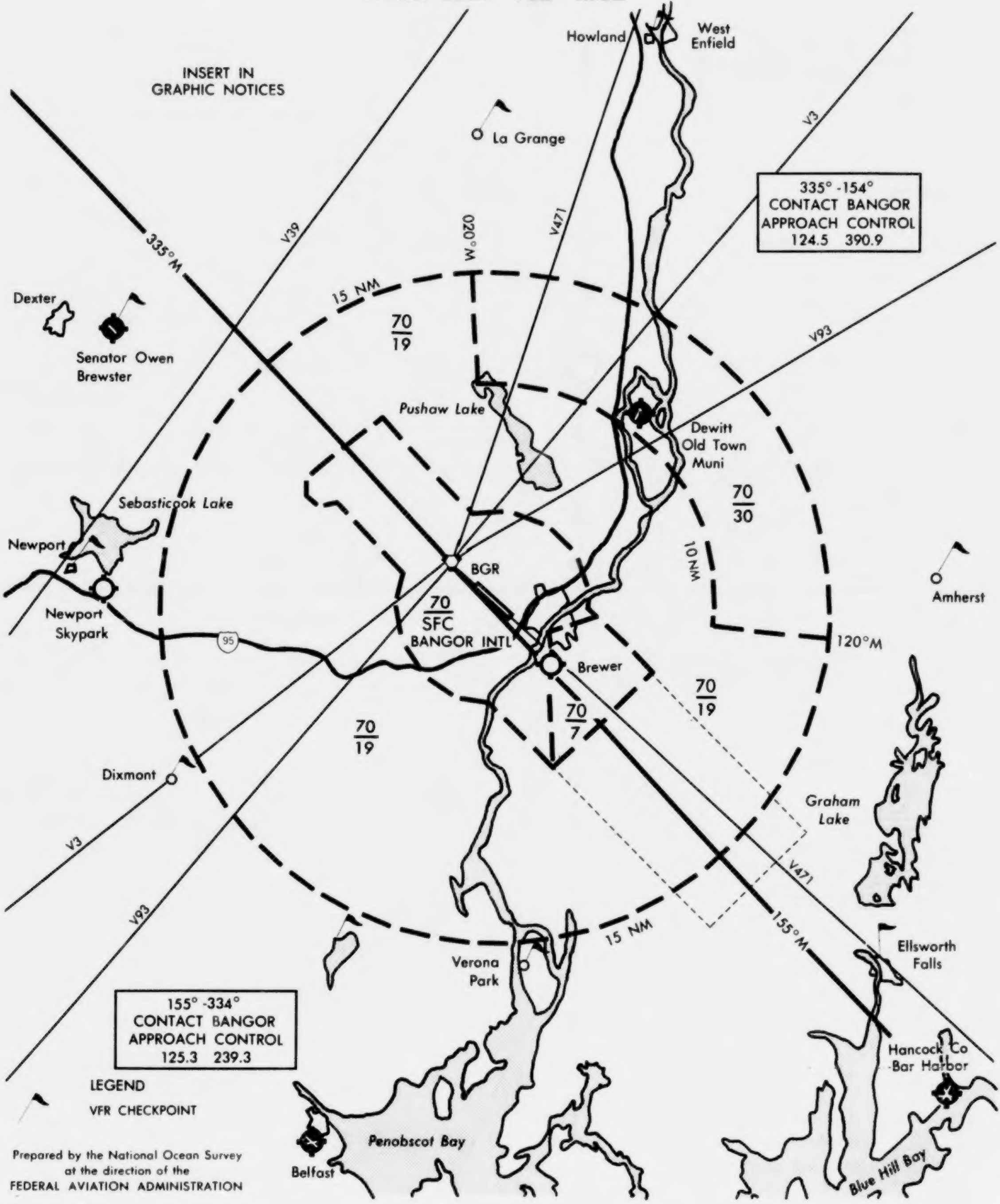
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BANGOR, MAINE
BANGOR INTL AIRPORT
FIELD ELEV 192′ MSL


INSERT IN
GRAPHIC NOTICES
Howland
West Enfield
La Grange
V3
335° -154°
CONTACT BANGOR
APPROACH CONTROL
124.5 390.9
020°M
V471
V39
335°M
15 NM
70/19
Dexter
Senator Owen Brewster
V93
Pushaw Lake
Dewitt Old Town Muni
70/30
Sebasticook Lake
Newport
10 NM
Amherst
BGR
Newport Skypark
70/SFC
BANGOR INTL
95
120°M
Brewer
70/19
70/7
70/19
Dixmont
Graham Lake
V3
V471
V93
15 NM
155°M
Ellsworth Falls
Verona Park
155° -334°
CONTACT BANGOR
APPROACH CONTROL
125.3 239.3
Hancock Co Bar Harbor
LEGEND
VFR CHECKPOINT
Penobscot Bay
Belfast
Blue Hill Bay

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28 JAN 1980

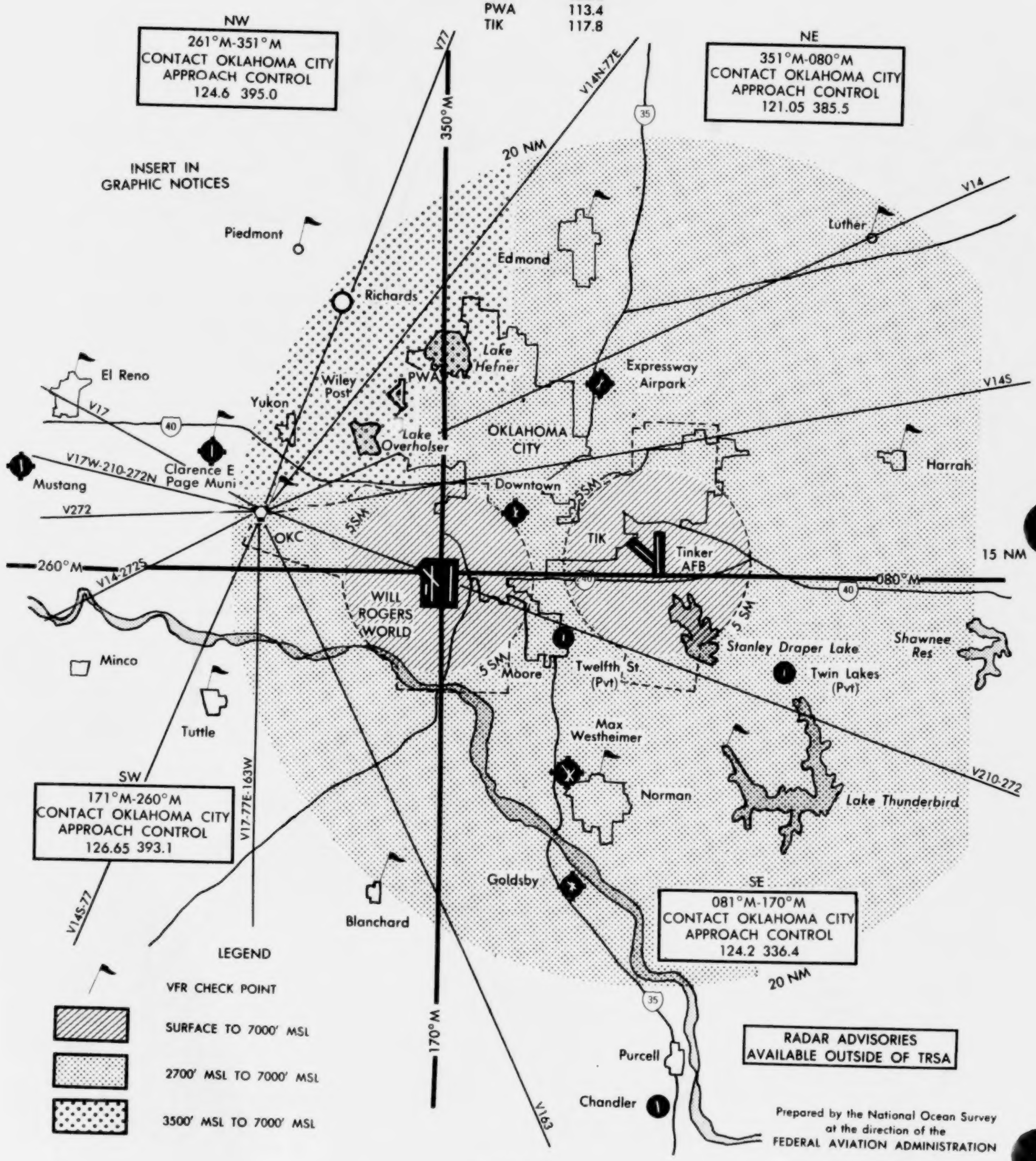
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

OKLAHOMA CITY, OKLAHOMA WILL ROGERS WORLD AIRPORT

FIELD ELEV. 1294′ MSL

ATIS

OKC	125.6
PWA	113.4
TIK	117.8


NW
261°M-351°M
CONTACT OKLAHOMA CITY
APPROACH CONTROL
124.6 395.0
NE
351°M-080°M
CONTACT OKLAHOMA CITY
APPROACH CONTROL
121.05 385.5
SW
171°M-260°M
CONTACT OKLAHOMA CITY
APPROACH CONTROL
126.65 393.1
SE
081°M-170°M
CONTACT OKLAHOMA CITY
APPROACH CONTROL
124.2 336.4
INSERT IN
GRAPHIC NOTICES
V77
350°M
V14N-77E
35
20 NM
V14
Luther
Piedmont
Edmond
Richards
Lake
Hefner
PWA
Expressway
Airpark
V14S
El Reno
Wiley
Post
Yukon
V17
40
Lake
Overholser
OKLAHOMA
CITY
Harrah
Mustang
V17W-210-272N
Clarence E
Page Muni
Downtown
5SM
V272
OKC
TIK
Tinker
AFB
15 NM
260°M
V14-272S
080°M
WILL
ROGERS
WORLD
Shawnee
Res
Stanley Draper Lake
5 SM
Minco
Moore
Twelfth St.
(Pvt)
Twin Lakes
(Pvt)
Tuttle
Max
Westheimer
Norman
V210-272
Lake Thunderbird
V17-77E-163W
Goldsby
V14S-77
Blanchard
LEGEND
VFR CHECK POINT
SURFACE TO 7000′ MSL
2700′ MSL TO 7000′ MSL
3500′ MSL TO 7000′ MSL
170°M
Purcell
RADAR ADVISORIES
AVAILABLE OUTSIDE OF TRSA
Chandler
V163

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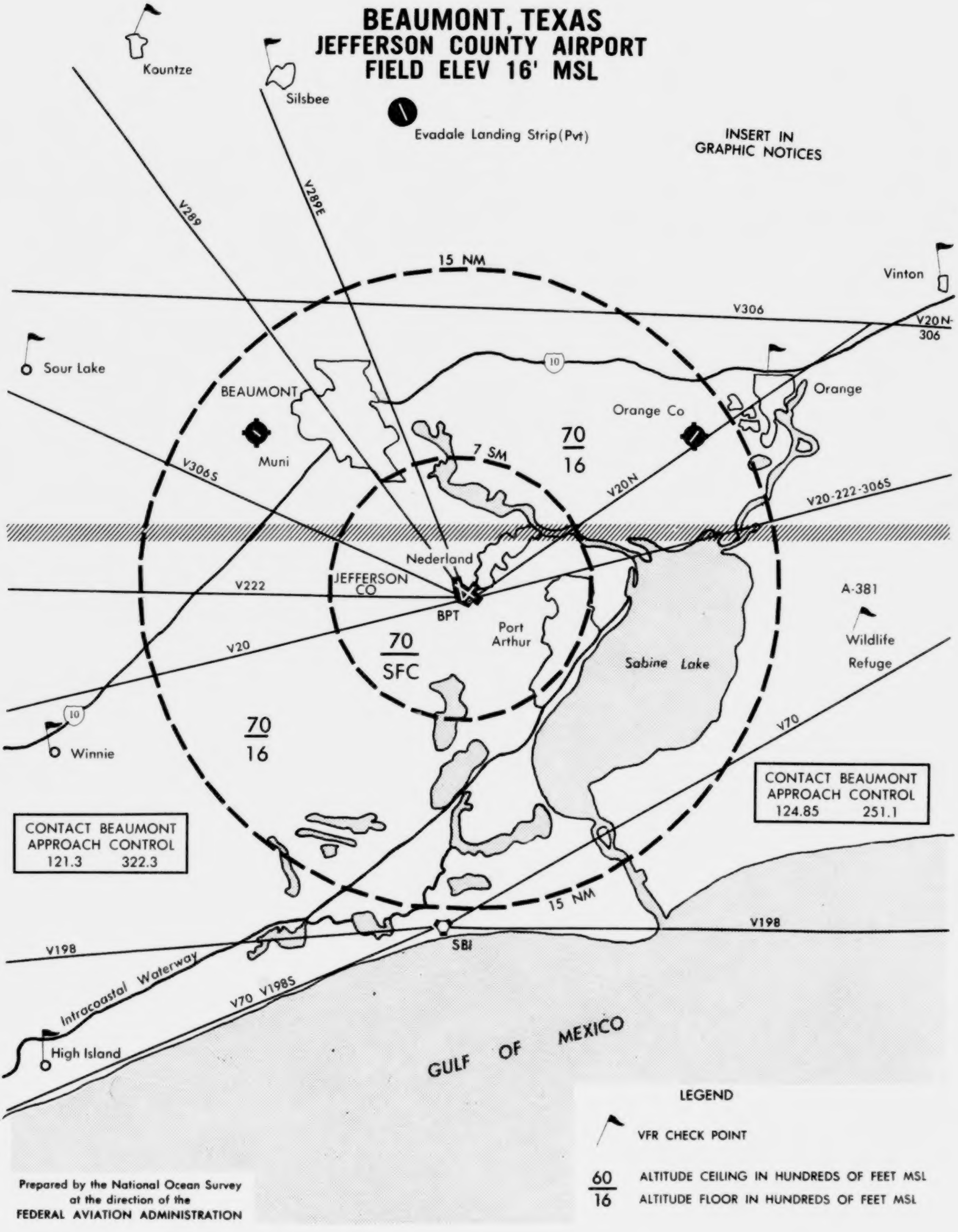
28 JAN 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BEAUMONT, TEXAS
JEFFERSON COUNTY AIRPORT
FIELD ELEV 16' MSL

INSERT IN
GRAPHIC NOTICES


Kountze
Silsbee
Evadale Landing Strip(Pvt)
V289
V289E
15 NM
Vinton
V306
V20N-306
Sour Lake
10
BEAUMONT
Orange
Orange Co
Muni
7 SM
70
16
V306S
V20N
V20-222-306S
Nederland
JEFFERSON CO
V222
A-381
BPT
Port Arthur
70
SFC
Wildlife Refuge
V20
Sabine Lake
10
Winnie
70
16
V70
15 NM
V198
SBI
V198
Intracoastal Waterway
V70 V198S
High Island
GULF OF MEXICO

CONTACT BEAUMONT
APPROACH CONTROL
121.3 322.3

CONTACT BEAUMONT
APPROACH CONTROL
124.85 251.1

LEGEND

⚑	VFR CHECK POINT
60	ALTITUDE CEILING IN HUNDREDS OF FEET MSL
16	ALTITUDE FLOOR IN HUNDREDS OF FEET MSL

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28 JAN 1980

ABBREVIATIONS—(Continued)

RVR.....	runway visual range
RVRM...	Runway Visual Range Midpoint
RVRT....	Runway Visual Range Touchdown
RVRR....	Runway Visual Range Rollout
RVV.....	runway visibility values
rwy......	Runway
Nr.......	number
S	
S........	south
S........	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF.....	Simplified Directional Facility
sec......	second
sfc......	surface
SFL......	Sequenced Flashing Lights
SI.......	straight-in approach
SM......	statute mile(s)
SR.......	sunrise
SS.......	sunset
SSALF...	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS...	Simplified Short Approach Lighting System
SSALR...	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL....	Short take-off & landing runway
svc......	service
T	
T.......	true (after a bearing)
TAC.....	Terminal Area Chart
TACAN..	UHF navigational facility—omni-directional course and distance information
TCA.....	Terminal Control Area
TCH.....	Threshold Crossing Height
tfc......	traffic
thr......	threshold
thru.....	through
tkof.....	take-off
tmprly...	temporarily
tmpry....	temporary
TPA.....	Traffic Pattern Altitude
TRACON.	Terminal Radar approach control
TRSA....	Terminal Radar Service Area
tsnt......	transient
TWEB....	transcribed weather bcst
twr......	tower
twy......	taxiway
U	
UHF.....	Ultra high frequency
unavbl...	unavailable
unlgtd...	unlighted
unmon...	unmonitored
unusbl...	unusable
V	
VASI....	Visual Approach Slope Indicator
VFR.....	visual flight rules
VHF.....	Very high frequency
vis......	visibility
VOR....	VHF Omni-Directional Radio Range
VORTAC.	Combined VOR and TACAN System
VOT.....	a VOR Receiver testing facility
vsby.....	visibility
W	
W.......	west
wkday...	weekday
wkend...	weekend
WS......	Weather Service
wt.......	weight
Z	
Z.......	Greenwich mean time

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CLASS TWO NOTAMS

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A.Y.

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ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A	
/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway
B	
BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond
C	
cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone
D	
D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule
E	
E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except
F	
FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet
G	
govt	government
GS	glide slope
GWT	gross weight
H	
HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway
I	
IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System
J	
J-bar	jet runway barrier
K	
kHz	kilohertz
L	
L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet
M	
MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal
N	
N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure *turn required*
O	
obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun
P	
PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure
Q	
quad	quadrant
R	
R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

INFORMATION CURRENT AS OF FEBRUARY 21, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

MOBILE BROOKLEY ARPT: Prior lndg approval required for all CAB Certified ACR. (3/80)

MONTGOMERY, DANNELLY FLD ARPT: ATIS freq 121.3 hours 0600–2300. (12/79+2/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

WINDOW ROCK ARPT: Rwy lights OTS. (2/80)

ARKANSAS

ARKADELPHIA MUNI ARPT: Rwy 4–22 4045 ft by 50 ft. (2/80)

BENTON, SALINE COUNTY ARPT: UNICOM freq 122.8; thr rwy 18 dsplcd 365 ft. (2/80)

CONWAY MUNI ARPT: Rwy 18–36 3255 ft by 60 ft; thr rwy 18 dsplcd 100 ft; thr rwy 7 dsplcd 535 ft. (2/80)

CROSSETT MUNI ARPT: Thr rwy 23 dsplcd 100 ft. (2/80)

HARRISON, BOONE COUNTY ARPT: South 800 ft. Rwy 18–36 lighted. (2/80)

MALVERN MUNI ARPT: UNICOM freq 122.8. (2/80)

MC GEHEE MUNI ARPT: Rwy 18–36 3015 ft by 50 ft (2/80)

MONTICELLO MUNI ARPT: Rwy 3–21 3820 ft by 75 ft (2/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

WARREN MUNI ARPT: Rwy 3–21 3820 ft by 50 ft. (2/80)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

BANNING MUNI ARPT: Thr rwy 26 dsplcd 600 ft. (2/80)

CARLSBAD, PALOMAR ARPT: For MALSF rwy 24 key freq 118.6 7 times in 5 sec high; 5 times in 5 sec med; 3 times in 5 sec low intst. (2/80) Unicom freq. 122.95. (2/80)

DEATH VALLEY NATL MONUMENT ARPT: Rwy 15–33 3040 ft. by 72 ft. (3/80)

DELANO MUNI ARPT: Rwy 14–32 now 14R-32L; rwy 14L-32R 3500 ft by 50 ft. (2/80)

HANFORD MUNI ARPT: Thr rwy 32 dsplcd 315 ft. Rwy lgts low intst after 2100. Key 122.8 3 times in 5 sec for med; 5 times in 5 sec for high intst rwy lgts and VASI after 2100. Rwy 14–32 3990 ft by 75 ft. (3/80)

HAWTHORNE MUNI ARPT: LOC rwy 25 OTS thru Sep 30. (2/80)

SHAFTER-KERN COUNTY ARPT: Rwy 12–30 4500 ft. by 150 ft. Thr rwy 12 dsplcd 355 ft. Thr rwy 30 dsplcd 327 ft. (3/80)

WOODLAND-WATTS ARPT: For rwy lgts and ROTG BCN Key 122.8 5 times in 5 sec. Rwy 18–36 3800 ft by 60 ft. Thr rwy 36 dsplcd 395 ft. (3/80)

LA VERNE BRACKETT FLD ARPT: Thr rwy 26 dsplcd 570 ft. (2/80)

ONTARIO INTL ARPT: Thr rwy 7 dsplcd 1030 ft; UNICOM 122.95. (2/80)

SAN FERNANDO ARPT: Thr rwy 1 dsplcd 105 ft. (2/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

SANTA MARIA PUBLIC ARPT: UNICOM freq. 122.95. (2/80)

SHELTER COVE ARPT: Unicom freq. 122.8 deleted. (2/80)

STOCKTON METRO ATCT: Atis freq. 118.25. (2/80)

UPLAND CABLE ARPT: Unicom freq. 123.0. (2/80)

COLORADO

MONTE VISTA, SANTA LUIS VALLEY ARPT: For rwy lights key freq 121.7 then voice activated. (2/80)

YUMA MUNI ARPT: Rwy 17–35 3675 ft by 40 ft. (2/80)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt.

DANIELSON ARPT: Unicom freq. 123.0. (2/80)

HARTFORD-BRAINARD ARPT: Unicom freq 122.95. (3/80)

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

NEW HAVEN, TWEED-NEW HAVEN ARPT: VOR "HVN" OTS thru Jun 15. (1/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

CRYSTAL RIVER, CRYSTAL RIVER-HOMOSASSA AIR TERMINAL ARPT: Rwy 9-27 clsd until Apr 1980. (1/80)

DELAND MUNI, SIDNEY H. TAYLOR FIELD ARPT: For rwy lights 5-23 and 12-30 key 122.7 7 times high, 5 times med, 3 times low intst. (2/80) Rwy 5-23 6004 ft by 100 ft. Rwy 12-30 6003 ft by 100 ft. (2/80)

FERNANDINA BEACH MUNI ARPT: For rwy lgts key 122.8 4 times for high; 5 times for med; 3 times for low. Rwy 04-22 5300 ft by 100 ft. Rwy 8-26 4300 ft by 150 ft. Thr rwy 26 dsplcd 700 ft. Rwy 13-31 4800 ft by 150 ft. (3/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.

ORMOND BEACH: VOR "OMN" unusable 277-017 deg byd 90NM above 18000 until Apr 24. (2/80)

PENSACOLA REGIONAL ARPT: Rwy 7-25 clsd until Jul 1; VASI rwy 7-25 OTS. (2/80)

ST AUGUSTINE ARPT: Rwy 13-31 6982 ft by 150 ft, rwy 2-20 2450 ft by 150 ft; rwy 6-24 2700 ft by 60 ft. (2/80) For rwy lights key freq 122.8 7 times high; 5 times med and 3 times low intst. (2/80)

SAVANNAH: RCAG freq 121.3 now 120.85. (2/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9-27. (10/78) RAIL rwy 18 OTS. (9/77)

TAMPA INTL ARPT: Rwy 18R first 1100 ft clsd from 0600-1730 Mon-Sat. (2/80)

GEORGIA

CALHOUN, TOM B. DAVIS FIELD ARPT: Unicom freq. 122.7. (2/80)

CARROLLTON, WEST GEORGIA REGIONAL ARPT: Unicom freq. 122.7. (2/80)

CARTERSVILLE ARPT: Unicom freq. 123.0. (2/80)

CORNELIA, HABERSHA COUNTY ARPT: Unicom freq. 122.7. (2/80)

COVINGTON MUNI ARPT: Unicom freq. 123.0. (2/80)

GRIFFIN-SPALDING CO ARPT: For rwy lights 2400-0600 key freq 122.8; 7 times high; 5 times med; 3 times low intst. (2/80) Unicom freq. 123.0. (2/80)

LA GRANGE CALLAWAY ARPT: Unicom freq. 122.7. (2/80)

NEWMAN COWETA COUNTY ARPT: Unicom freq 123.0. (2/80)

PEACHTREE CITY FALCON FIELD ARPT: Unicom freq 123.0. (2/80)

ROME, RICHARD B. RUSSELL ARPT: Unicom freq. 123.0. (2/80)

WINDER ARPT: Unicom freq. 122.7. (2/80)

IDAHO

POCATELLO MUNI ARPT: Rwy 7-25 and 16-34 clsd acft over 12500 lbs. (2/80)

SALMON ARPT: LRCO freq. 122.55. (2/80)

ILLINOIS

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)

HAMPSHIRE ARPT: RCAG 120.4 now 120.25. (2/80)

SPRINGFIELD, CAPITAL ARPT: MALSR rwy 22. (2/80)

INDIANA

BLOOMFIELD, SHAWNEE FLD ARPT: Rwy 18-36 3960 ft by 250 ft. (2/80)

CRAWFORDSVILLE: NDB will remain OTS until 1 May 1980. (3/80)

ELKHART MUNI ARPT: Rwy 17-35 4001 ft by 75 ft. (2/80)

FRENCH LICK: NDB "FRH" OTS thru Apr 30. (1/80)

IOWA

ALGONA MUNI ARPT: Rwy 18-36 3355 ft by 165 ft. Thr rwy 18 dsplcd 255 ft. (1/80)

ATLANTIC: NDB "AIO" unmon. (10/79)

CRESTON MUNI ARPT: Rwy 4-22 1830 ft. by 115 ft. (1/80)

DAVENPORT MUNI ARPT: For rwy lgts key freq 120.8 3 times in 5 sec; lgts remain on 15 min. (3/80)

EMMETSBURG MUNI ARPT: Rwy 4-22 3190 ft by 130 ft; rwy 17-35 2555 ft by 150 ft. (2/80)

ESTHERVILLE: VOR "EST" unusbl 315-335. (2/80) Rwy 6-24 3200 ft by 120 ft; rwy 16-34 3210 ft by 75 ft. (2/80)

HAMPTON MUNI ARPT: Rwy 17-35 3505 ft by 75 ft MIRL. (2/80)

KNOXVILLE MUNI ARPT: Rwy 15-33 2980 ft. by 75 ft. (2/80)

MARSHALLTOWN MUNI ARPT: Thr rwy 12 dsplcd 1340 ft. (3/80)

NEWTON MUNI ARPT: Rwy 6-24 now 2610 ft. by 245 ft. Thr rwy 06 dsplcd 330 ft. Rwy 24 dsplcd 330 ft. Rwy 13-31 4070 ft. by 100 ft. Thr rwy 31 no longer dsplcd 400 ft. Rwy 13-31 REILS on both ends OTS. (2/80)

OSKALOOSA MUNI ARPT: Rwy 13-31 MIRLS set on low intst. dusk-dawn. Key 122.8 in 5 sec for med and 7 times for high intst. (2/80)

RED OAK MUNI ARPT: Rwy 04-22 2668 ft. by 280 ft. Rwy 13-31 230 ft.0 by 210 ft. Thr rwy 31 dsplcd 130 ft. (2/80)

SHENANDOAH MUNI ARPT: Rwy 12-30 2970 ft. by 50 ft. (2/80)

SIOUX CITY MUNI ARPT: NE 1000 ft rwy 4–22 clsd acft 12500 lbs and over. (4/79) Rwy 18–36 now 17–35.

SPENCER MUNI ARPT: Rwy 11–29 4775 ft by 75 ft; rwy 17–35 3155 ft by 153 ft; thr rwy 17 dsplcd 365 ft. (2/80)

STORM LAKE MUNI ARPT: Rwy 13–31 3035 ft by 50 ft; thr rwy 13 dsplcd 200 ft. (1/80)

KANSAS

EMPORIA: RCO freq 122.55. (2/80)

FORT RILEY: VOR "FRI" OTS thru Aug 31. (2/80)

MANHATTAN MUNI ARPT: To activate VASI rwy 3 key freq 122.65. (2/80)

PRATT MUNI ARPT: Rwy 17–35 5520 ft by 100 ft; thr rwy 29 dsplcd 880 ft. (2/80)

KENTUCKY

GLASGOW MUNI ARPT: To increase rwy light intsty and activate REILS, key 122.8; 3 times for low 5 times for medium and 7 times for high. (3/80)

LOUISIANA

LAFAYETTE REGIONAL ARPT: Rwy 1–19 now open to ACR. (2/80)

WELSH ARPT: Rwy 9–27 2800 ft by 75 ft. (2/80)

MAINE

NO NOTICES THIS ISSUE

MARYLAND

SALISBURY-WICOMICO COUNTY ARPT: Rwy 9–27 permly clsd. (1/80)

MASSACHUSETTS

AYER/FORT DEVENS/DICKINSON: NDB unusable 020–340 beyond 20 NM. (3/80)

BOSTON SPECIAL NOTICE: Low alt airway structure in proximity of Boston, Ma. is aligned to provide expeditious bypass routes for tfc overflying Boston. To avoid concentration of high performance dep/arr aircraft between hours 0800–2100L, pilots file airways beyond 40 NM from Boston VORTAC. A/C requesting IFR at and below 14,000 ft MSL within 40 NM of Boston can expect bypass routings to be assigned between hours 0800–2100L. Exception: Tfc operating between Maine and Cape Cod may use the HYA 353R TONNI V139 ENE and vice-versa.

FALL RIVER: Thr lights rwy 24 OTS. (1/80)

MARTHA'S VINEYARD ARPT: For rwy 6 REIL key freq 122.60 5 times in 5 sec; REIL oper in conjunction with rwy lights. (1/80)

PALMER: NDB "PMX" OTS. (5/79)

MICHIGAN

ANN ARBOR MUNI ARPT: Rwy 12–30 now open for TKOF. (1/80)

BAD AXE, HURON COUNTY MEMORIAL ARPT: For med intst rwy lights key freq 122.8 five times in five sec. (2/80)

CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)

CLARE MUNI ARPT: Unicom freq. 122.8. (3/80)

DAVISON_GENOVA ARPT: Rwy 8–26 3526 ft by 40 ft; thr rwy 26 dsplcd 450 ft. (1/80)

FLINT, BISHOP ARPT: Rwy 5–23 lighted SW 4549 ft. (1/80)

GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18–36 clsd. (11/78)

LAMBERTVILLE, TOLEDO SUBURBAN ARPT: Rwy 9–27 3258 ft by 50 ft.; thr rwy 27 dsplcd 200 ft. (2/80)

MONROE CUSTER ARPT: Unicom freq. 122.7. (3/80)

SAWYER: VOR "SAW" unusbl 230–275 deg. (2/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

AITKIN MUNI ARPT: Rwy 16–34 plowed winter months. (2/80)

FERGUS FALLS: VOR "FFM" OTS. (3/80)

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS, FLYING CLOUD ARPT: Thr rwy 27L dsplcd 200 ft. (1/80)

LITCHFIELD MUNI ARPT: Unicom freq. 122.8. (2/80)

MINNEAPOLIS-ST PAUL INTL/WOLDCHAMBERLAIN ARPT: ILS rwy 4 GS unusbl MM inbound. (2/80) MALSR rwy 22. (2/80)

MORRIS: VOR "MOX" oper unrestricted. (2/80)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 ft and S 600 ft rwy 4–22 OTS. (1/80)

COLUMBUS-LOWNDES CO ARPT: For rwy lights after 2200 key freq 122.9 3 times in 5 sec low; 5 times med or 7 times high intst. (2/80)

GRENADA MUNI ARPT: Rwy 13–31 4845 ft by 150 ft. (2/80)

HUB CITY ARPT: NDB "HHB" OTS thru Apr. 1. (2/80)

JACKSON: VOR "JAN" unusble 011–127 deg byd 80 NM 18000/above until Apr 24. (2/80)

MC COMB-PIKE COUNTY-JOHN E. LEWIS FLD ARPT: LOC rwy 15 OTS until Jun 30. (2/80)

MISSOURI

CASSVILLE MUNI ARPT: For rwy lights key freq. 123.0 3 times low, 5 times med, 7 times high intst in 5 seconds. (2/80)

FESTUS: NDB OTS until June 15. (3/80)

FORT LEONARD WOOD, FORNEY AAF ARPT: For MALS key freq 118.7 when ATCT clsd. (3/80)

JOPLIN MUNI ARPT: Rwy 17–35 clsd until March 20. (3/80)

MALDEN MUNI ARPT: Rwy lights 13–31 RTS. (2/80)

MARYVILLE MEML ARPT: Rwy 14–32 3500 ft by 60 ft. (1/80)

SEDALIA MEML ARPT: For low intst lights rwy 18–36 key freq 122.8 3/5 or 7 times. (2/80)

ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17–35 OTS and rwy clsd thru Jul 1. (1/80)

SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

CUT-BANK MUNI ARPT: Rwy 04–22 5300 ft. by 75 ft. (2/80)

KALISPELL, GLACIER PARK INTL ARPT: Rwy 07–25 4663 ft by 150 ft. Thr rwy 25 dsplcd 262 ft. Rwy 11–29 4725 ft. by 150 ft. Thr rwy 29 dsplcd 441 ft. (2/80)

NEBRASKA

AINSWORTH: VOR OTS until Mar 31. (2/80)

GORDON MUNI ARPT: To activate lgts on preset intst for rwy 11–29 key freq 122.8 5 times. (3/80)

HASTINGS MUNI ARPT: Rwy 04–22 4500 ft by 75 ft. Rwy 14–32 5601 ft. by 100 ft. (3/80)

NORTH PLATTE, LEE BIRD FLD ARPT: Rwy 12L-30R cmsnd delayed/unsafe. (1/80)

OGALLALA SHELBURNES ARPT: Rwy 17–35 2800 ft by 140 ft. (3/80)

NEVADA

ELKO MUNI-J.C. HARRIS FLD ARPT: VASI rwy 23 unusable byd 4 nautical miles. (1/80)

ELY ARPT/YELLAND FIELD: Rwy 12–30 4980 ft by 100 ft. Rwy 18–36 5998 ft. by 150 ft. (2/80)

NEW HAMPSHIRE

BERLIN MUNI ARPT: For rwy lights REIL and VASI key freq 122.8 3 times med; 5 times high intst. (2/80)

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80) Thr rwy 32 dsplcd 600 ft. (2/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd. (9/78)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79)

LINDEN ARPT: Rwy 18–36 clsd. (9/78)

MANVILLE, KUPPER ARPT: UNICOM now 122.7; for rwy lights after 2230 key freq 121.8 5 sec; lights remain on 15 min. (2/80)

NEWARK INTL ARPT: Thr rwy 4L dsplcd 724 ft; thr rwy 4R dsplcd 1189 ft. (2/80)

PITMAN ARPT: Arpt clsd until April 1980. (3/80)

TRENTON MERCER COUNTY ARPT: Arpt clsd FAR 121 2200–0600 except 8 hr. PPR. (3/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

GALLUP, SENATOR CLARKE FLD ARPT: UNICOM freq 122.95. (2/80)

RATON, CREWS FLD ARPT: Rwy 2–20 5500 ft. by 75 ft.; arpt now open nights.

SANTA FE MUNI ARPT: West 2300 ft rwy 10–28 clsd until May 1. (3/80)

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

AMITYVILLE ZAHNS ARPT: Rwy lights PPR. (2/80)

HORNELL MUNI ARPT: Rwy lights low intst dusk-dawn; key freq 122.8 5 times med intst and twy lights and REIL; 3 more times high intst; rwy lights remain on 15 min. (2/80)

ISLIP LONG ISLAND MAC ARTHUR ARPT: One hour PPR for Air Carrier opns 2300–0615. (3/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

MASSENA, RICHARDS FLD ARPT: VASI rwy 27 OTS. (11/79)

ONEONTA MUNI ARPT: For REIL and VASI for rwy 6 key freq 122.8 5 times. (1/80)

PENN YAN ARPT: Rwy 10–28 3206 ft by 40 ft. (2/80)

POUGHKEEPSIE, DUTCHESS COUNTY ARPT: Clsd ACR 2330–0730 wkday and wkend excp 1 hour PPR. (2/80)

SCHENECTADY COUNTY ARPT: Rwy 04–22 North 2000 ft lights OTS. (3/80)

WESTHAMPTON BEACH SUFFOLK COUNTY ARPT: Unicom freq 122.95. (3/80)

NORTH CAROLINA

GREENVILLE-PITT-GREENVILLE ARPT: Rwys 7–25 and 14–32 clsd until June 1. (1/80)

WILKESBORO WILKES COUNTY ARPT: Thr rwy 06 dsplcd 450 ft. (3/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

ASHLAND COUNTY ARPT: For med intst rwy lights, REIL and TRI-VASI key freq 122.7 5 times in 5 sec; 3 additional times low intst and REIL off. (1/80)

BOWLING GREEN, WOOD COUNTY ARPT: For rwy lights key freq 122.8 3 times. (2/80)

CINCINNATI-BLUE ASH ARPT: Unicom freq 123.0. (3/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

FINDLAY ARPT: RAIL rwy 7 and rwy 36. (1/80)

FREMONT ARPT: For rwy lgts key freq 121.7 3 times. (3/80)

MCGUIRE: VOR "MGY" unusbl 195–215 all alt. (2/80)

MILLERSBURG HOLMES COUNTY ARPT: Unicom freq 123.0. (3/80)

NAPOLEON, HENRY COUNTY ARPT: For Rwy lights, REIL and rwy 10 VASI key freq 122.9 5 times. Rwy 10–28 4500 ft. by 65 ft. (2/80)

NORTH LIMA YOUNGSTOWN ELSER METRO ARPT: Unicom freq. 122.8 Rwy 9–27 3500 ft. by 45 ft. Rwy 18–36 2300 ft. by 70 ft; thr rwy 9 no longer dsplcd. (2/80)

YOUNGSTOWN MUNI ARPT: ILS GS rwy 14 unusbl below 1440 ft. (2/80)

OKLAHOMA

BUFFALO: NDB shutdown until July 1. (3/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only lights. (2/80)

DUNCAN HALLIBURTON FIELD ARPT: Thr rwy 35 dsplcd 1400 ft. (3/80)

DURANT, EAKER FLD ARPT: Rwy 17–35 5000 ft by 100 ft. (2/80) (2/80)

GAGE MUNI ARPT: Rwy 4–22 2980 ft by 150 ft. (1/80)

MADILL MUNI ARPT: For rwy lights key freq 122.9 3 times. (2/80)

OREGON

MEDFORD-JACKSON COUNTY ARPT: ATIS freq. 125.75. (2/80)

NORTH BEND EMIRE: NDB unusable 350–170 beyond 15 NM; 170–350 beyond 30 NM. (3/80)

NORTH BEND MUNI ARPT: Unicom freq. 122.95. (2/80)

PENDLETON MUNI ARPT: All rwys excp 7L-25R and 11–29 rstrd to dalgt opn only. (2/80)

REDMOND ARPT: Localizer shutdown MonFri 0730–1630 March 14 thru April 24. (3/80)

REDMOND ROBERTS FIELD ARPT: LOC rwy 22 shutdown Mon-Fri 0730–1630 lcl 14 Feb thru 24 March 1980. (3/80)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

QUAKERTOWN ARPT: Arpt open night OPS. (2/80)

REEDSVILLE, MIFFLIN COUNTY ARPT: Unicom freq. 122.7. (2/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

MYRTLE BEACH AFB Arpt: First 1000 ft each end rwy 17–35 concrete and middle 7500 ft. asphalt. (2/80)

NORTH MYRTLE BEACH GRAND STRAND ARPT: Unicom freq 123.0. (3/80)

SOUTH DAKOTA

ABERDEEN REGIONAL ARPT: ILS BC rwy 31 unusbl beyond 10 NM below 3500 ft. (2/80)

BROOKINGS MUNI ARPT: Thr rwy 30 no longer dsplcd 349 ft. (2/80)

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

YANKTON CHAN GURNEY MUNI ARPT: Thr rwy 31 no longer dsplcd 100 ft. (3/80)

TENNESSEE

ATHENS MCMINN CO ARPT: Thr rwy 2 dsplcd 200 ft. (2/80)

CLARKSVILLE, OUTLAW FLD ARPT: Thr rwy 16 dsplcd 1000 ft. (2/80) Rwy 16–34 6000 ft by 100 ft.

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

MEMPHIS INTL ARPT: Rwy 3 clsd excp single engine reciprocating. (1/80)

MEMPHIS ARTCC/PINE BLUFF: RCAG freq now 135.8. (2/80)

PULASKI, ABERNATHY FIELD: VASI rwy 15 OTS. (10/77)

SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TEXAS

ABILENE MUNI ARPT: Thr rwy 35L dsplcd 1000 ft. (3/80)

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd to lndg. (1/80)

BIG SPRING ARPT: Rwy 7–25 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft; rwy 14–32 3238 ft by 75 ft. (2/80) Rwy 14–32 day VFR only. (2/80)

BOWIE MUNI ARPT: Rwy 17–35 3600 ft by 60 ft. (2/80)

CHILDRESS ARPT: CTLZ 0600–2200 until May 10. (2/80) VORTAC "CDS" unmon/voice OTS until May 20. (2/80)

CONROE MONTGOMERY COUNTY ARPT: Unicom freq. 122.7. (2/80)

DALHART MUNI ARPT: UNICOM freq 123.0. (2/80)

GUTHRIE: VORTAC "GTH" unmon/voice OTS until May 10. (2/80)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

HUNTSVILLE MUNI ARPT: Rwy 18–36 5000 ft by 100 ft. (2/80)

LAMESA MUNI ARPT: Thr rwy 24 dsplcd days only. (1/80)

LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp High Intst. (9/79)

NACOGDOCHES EAST TEXAS REGIONAL ARPT: Thr rwy 24 no longer dsplcd 300 ft.

PERRYTON OCHILTREE COUNTY ARPT: Rwy 4–22 4200 ft. by 75 ft. (2/80)

PORT O'CONNOR ARPT: Arpt clsd. (7/78)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

LOGAN: VOR "LGU" unusbl all quad/alt excp for use on published proc. (2/80)

SAINT GEORGE: VOR "OZN" unusbl 350–010 deg byd 15 NM below 12000 ft. (2/80)

SALT LAKE CITY ARTCC: WINNEMUCCA RCAG freq 126.1. (2/80)

VERMONT

SPRINGFIELD STATE/HARTNESS ARPT: For rwy lights key freq 122.8 3 times in 5 sec for low; 5 times in 5 sec for med and 7 times in 5 sec for high intst. (3/80)

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)

DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)

EMPORIA MUNI ARPT: Rwy 15–33 clsd until Apr 30. (2/80)

FELKER: NDB "FAF" unmon 2300–0600. (2/80)

HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.

LAWRENCEVILLE/BRUNSWICK MUNI ARPT: Thr rwy 18 dsplcd 490 ft. (12/78)

WASHINGTON

MOSES LAKE, GRANT COUNTY ARPT: Rwy 3–21 9999 ft. by 200 ft; rwy 14L-32R 13501 ft. by 300 ft. (2/80)

RICHLAND ARPT: For MALS rwy 19 key freq 122.7 3 times low; 5 times med; 7 times high intst in 5 sec.

WEST VIRGINIA

ELKINS-RANDOLPH CNTY-JENNINGS RANDOLPH FLD ARPT: Rwy 13–31 clsd dusk-dawn; thr rwy 31 dsplcd 1400 ft. (1/80)

LEWISBURG, GREENBRIER VALLEY ARPT: 1000 ft extension AER 4 under construction til Aug 1980. (2/80)

MARTINSBURG, EASTERN WEST VIRGINIA REGIONAL ARPT: Rwy 17–35 clsd acft over 12500 lbs excp PPR. (9/78)

WHEELING OHIO CO ARPT: Arpt clsd ACR excp 48 hour PPR. (8/78)

WISCONSIN

BLACK RIVER FALLS ARPT: For rwy lights key freq 122.8 3 times. (2/80)

BOULDER JUNCTION ARPT: Rwy 5–23 3940 ft. by 125 ft. Rwy 16–34 3350 ft. by 170 ft. (2/80)

GREEN BAY, AUSTIN-STRAUBEL FLD ARPT: MALSR Rwy 36. (2/80)

JUNEAU DODGE COUNTY ARPT: For REILS key freq 122.7 5 times. (1/80) UNICOM freq 122.7.

LANESVILLE ROCK COHNTY ARPT: Thr rwy 22 dsplcd 260 ft. (3/80)

LONE ROCK TRI-COUNTY ARPT: Unicom freq. 123.0. Rwy 9–27 4060 ft. by 60 ft. Thr rwy 9 dsplcd 580 ft. Thr Rwy 18 dsplcd 750 ft. (2/80) Unicom freq 123.0. (3/80)

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)

MANITOWOC CO ARPT: Rwy 17–35 HIRL pilot controlled on freq 122.8; 3 times for low; 5 times for med; 7 times high intst. Rwy 7–25 lights remain on dusk to dawn. (2/80)

MEDFORD TAYLOR COUNTY ARPT: Rwy 7–25 open ski only. (2/80)

MILWAUKEE LAWRENCE J. TIMMERMAN ARPT: For rwy lgts; twy lgts; and REIL from 2200 to 0600 key 120.5 3 times for low; 5 times for med and 7 times for high. (3/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd; rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)

PORTAGE MUNI ARPT: Rwy 04–22 3050 ft by 40 ft. Rwy 17–35 3360 ft. by 60 ft. (2/80)

PULASKI CARTER ARPT: Thr rwy 12 dsplcd 280 ft. (2/80)

RACINE, HORLICK-RACINE ARPT: UNICOM freq 123.0. (2/80)

WAUPACA MUNI ARPT: Rwy 17–35 clsd winter. (2/80)

WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N14759	BL-30	Cream/Gld
N18356	BE-36 Bonanza	Wht/Red
N1839E	Aeronca 7AC	
N19765	C-177B Cardina	Red/Wht
N2078J	Cessna T 188C	Wht/Brw/Blk
N2103K	Piper PA-44–18	White
N2126S	Cessna T-210L	Grn/Brw
N216VS	BE-65 Queenair	
N21698	PA-28	Wht/Blu
N2670R	C-182	Wht/Brw
N2722T	Cessna 210 Tur	
N2889F	Cessna 182J	Wht/Yel
N3592W	Piper PA-32 C	
N39542	Turbo Piper La	Wht/Org
N4378A	Piper Super Cu	Red/Wht
N5042A	Bellanca CH9	Yel/Wht
N5219Y	Piper Aztec	Tan/Org
N54076	Piper Aztec	Blu/Wht/Grn
N5665Y	Piper Aztec	Blu
N5717Y	Piper Aztec	Org
N611-JD	C337 Skymaster	Wht/Brw
N6565S	C150	Red
N732DA	C-210	Wht/Red/Blu
N732YG	Cessna 210	Wht/Brw
N9028Y	Piper Navajo P	Wht/Org
N9661R	Beech D-50 Tw	
N9711	Beech Twin	Wht/Grn

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		*INDEX*
AK	Manokotak	A
AK	Ekwok	A
AR	Prescott Muni	A
AR	Mohave County	A
CA	Palmdale Prodn Flt	A
CA	Oxnard	A
CA	Visalia Muni	A
CA	Chico Muni	A
CA	Merced Muni	A
CA	Modesto City Cnty	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC —— NATIONAL FLIGHT DATA CENTER
9/103 —— ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T —— FLIGHT INFORMATION/TEMPORARY
FI/P —— FLIGHT INFORMATION/PERMANENT
#——NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/243 FEBRUARY 21, 1980

EAST CENTRAL

ILLINOIS

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

FDC 9/1799 FI/T (SPI) CAPITAL, SPRINGFIELD IL. NDB RWY 4 AMDT 14 SI MDA 1100 FT/HAT 508 FT ALL CATS VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CATS A, B AND C MDA 1100 FT HAA 503 FT CAT D MDA 1180 FT/HAA 583 FT. RNAV RWY 4 AMDT 3 SI MDA 1060 FT/HAT 468 FT ALL CATS VIS CAT C RVR 4000. CIRCLING CAT A MDA 1060 FT/HAA 463 FT. PROC DATA NOTE CHANGE TO READ; HORIZONTAL DIST MDA TO MAP ON GS 1.35 NM. RADAR-1 AMDT 2 ASR SI RWY 4 MIN ALT AT 2 MI RADAR FIX 1060 FT.

FDC 9/2072 FI/T (CPS) BI-STATE PARKS, EAST ST LOUIS, IL. ILS RWY 30 ORIG MIN ALT ACORE INT/OM 2000 FT. MIN GS INTERCEPT ALT 2000 FT. GS ALT AT ACORE INT/OM 1997 FT MM 653 FT. GS ANGLE 2.85 DEG. TCH 41 FT. NDB RWY 30 AMDT 11 MIN ALT OCCAM INT 2000 FT.

INDIANA

FDC 0/116 FI/T (SBN) MICHIANA REGIONAL SOUTH BEND IN. VOR RWY 18 AMDT 3 SI MDA 1200 FT/HAT 423 FT ALL CATS VIS CAT C 11/4 MI.

FDC 0/141 FI/P (MZZ) MARION MUNI MARION IN. ILS RWY 4 ORIG CORRECT US GOVT CHART AL-5064 CHANGE RADIAL FM OKK VORTAC TO MILOS INT/OM TO READ R-120.

#FDC 0/181 FI/P /EKM ELKHART MUNI ELKHART IN. VOR RWY 9 AMDT 1 CORRECT US GOVT CHART AL-5287 BY CHANGING MISSED APPROACH TO READ CLIMB TO 2500 VIA SBN R-100 TO SKEAT INT/ 20 DME AND HOLD E RIGHT TURNS 280 DEG INBOUND.

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

FDC 9/1945 FI/T (MKG) MUSKEGON COUNTY, MUSKEGON MI. VOR-A (TAC) AMDT 14, VOR/DME RWY 5 AMDT 5, LOC BC RWY 14 AMDT 3, ILS RWY 32 AMDT 10, NDB RWY 32 AMDT 5, LOC RWY 23 AMDT 1 RADAR-1 AMDT 5 AND RNAV RWY 14 AMDT 4 CIRCLING MINS CAT D MDA 1220 FT/HAA 592 FT.

FDC 9/2187 FI/T /CAD/ WEXFORD COUNTY CADILLAC MI. NDB RWY 25 AMDT 1 SI RWY 25 AND CIRCLING MDAS 2020 FT/ HAT /HAA 715 FT ALL CATS. VIS SI RWY 25 AND CIRCLING CAT A B 1 MI. CAT C 2 MI. CAT D 2 1/4 MI.

OHIO

FDC 0/35 FI/T (YNG) YOUNGSTOWN MUNI, YOUNGSTOWN, OH. ILS RWY 14 AMDT ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 1/2 MI ALL CATS.

FDC 9/2049 FI/T (SGH) SPRINGFIELD MUNI, SPRINGFIELD, OH. NDB RWY 24 AMDT 10 DELETE TRML RTE MECAN INT TO CCJ NDB. VOR RWY 6 AMDT 3 AND VOR RWY 24 AMDT 3 DELETE MECAN INT TO SGH VOR.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

#FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 9/1473 FI/T (BDL) BRADLEY INTERNATIONAL WINDSOR LOCKS CT. RADAR-1 AMDT 5. SI ASR RWY 33 MDA 520 FT ALL CATS.

DELAWARE

FDC 0/97 FI/P GREATER WILMINGTON AIRPORT, WILMINGTON, DE. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 4 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BETWEEN HOURS 2030–0630 LOCAL DAILY PLUS WKEND UFN.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

#FDC 0/235 FI/T /BGM/ BROOME COUNTY, BINGHAMPTON, N.Y. ILS RWY 16 ORIG. DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR ALL CATEGORY AIRCRAFT GLIDE SLOPE REMAINS IN SERVICE.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

#FDC 0/230 FI/T /BFD/ BRADFORD REGIONAL PA. ILS RWY 32 AMDT 7. DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR ALL CATEGORY AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE.

#FDC 9/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 8/1044 FI/T (LNP) LONESOME PINE WISE VA. NDB RWY 24 ORIG PROCEDURE NOT AUTHORIZED.

FDC 8/1860 FI/T (SHD) SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 2. GLIDE SLOPE UNUSABLE BELOW 1484 FT MSL. SI ILS RWY 4. DH 1484 FT HAT 301 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY, ALL CATS VIS INCREASED 1/2 MILE WHEN MALSR INOPERATIVE.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/656 FI/T (LVL) LAWRENCEVILLEBRUNSWICK MUNI LAWRENCEVILLE VA. VCR-A AMDT 3 PROC NA.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

#FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1987 FI/T (3I2) MASON COUNTY, POINT PLEASANT, WV. VOR/DME-A ORIG MISSED APPROACH POINT HNN R-344/ 9.7 DME.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

#FDC 0/228 FI/T/MLU/MONROE REGIONAL MONROE LA. RADAR-1 AMDT 1 ASR RWY 31 AND ASR RWY 35 MDA 480 FT/HAT 402 FT ALL CATS. VIS CAT C 1 1/4 MILE.

FDC 0/44 FI/T (LCH) LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 LOC BC RWY 33 AMDT 10 VOR-A AMDT 9 VORTAC-B AMDT 4 CIRCLING MDA 460 FT CAT A. RADAR-1 ORIG ASR RWY 5 MDA 380 FT ALL CATS. CIRCLING MDA 460 FT CAT A.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

FDC 9/2186 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/, NEW ORLEANS, LA. LOC BC RWY 19 AMDT 5 AND RADAR-1 ASR RWY 19 AMDT 10, SI RWY 19 MDA 400. IFR DEPARTURE PROCEDURE RWY 5 200 FT. CEILING AND VIS 1 MILE.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

#FDC 0/190 FI/P /SVC/ SILVER CITYGRANT COUNTY SILVER CITY NM. NDB RWY 26 ORIG ADD NOTE: ACITVATE MALS RWY 26 122.8. THIS IS AMDT 1. LOC/DME RWY 26 ORIG ADD NOTE: ACTIVATE MALS RWY 26 122.8. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO DEMING NM. ALTIMETER SETTING FOR CAT C. THIS IS AMDT 1.

FDC 9/1540 FI/T (ONM) SOCORRO MUNI SOCORRO NM. VOR/DME-A ORIG NA.

OKLAHOMA

#FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 9/1682 FI/T (CSM) CLINTON-SHERMAN, CLINTON, OK. VOR RWY 35L, AMDT 3. SI MDA ALL CATS 2320 FT.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

FDC 9/2185 FI/T /OK33/ SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/129 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. NDB RWY 10 AMDT 7. SI MDA 3340 FT HAT 473 FT ALL CATS. ILS RWY 10 AMDT 10. SI LOC MDA 3280 FT HAT 413 FT ALL CATS. SI LOC VIS CAT A/B/C RVR 4000 FT. RADAR-1 AMDT 1. ASR RWY 10 MDA 3280 FT HAT 413 FT ALL CATS VIS CAT A/B/C RVR 4000 FT.

#FDC 0/193 FI/T/CRP/CORPUS CHRISTI INTL CORPUS CHRISTI TX. ILS RWY 13 AMDT 18 SI-LOC MDA 400 FT/HAT 356 FT ALL CATS

#FDC 0/195 FI/T/SLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

#FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

#FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

#FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

#FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCRAASE ALL MDA 260 FT.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1367 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 3R AMDT 11. NDB RWY 3R AMDT 34. ILS RWY 12R AMDT 7. RADAR-1 AMDT 21. RNAV 30L AMDT 6. CIRCLING MDA CAT A B C 1340 HAA 531.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

#FDC 0/241 FI/T /ANB/ ANNISTONCALHOUN COUNTY, ANNISTON, AL. TAKEOFF MINIMUMS RWY 23 STANDARD. RWY 5, 900–1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT/NM TO 1600. IFR DEPARTURE PROCEDURES RWY 23. CLIMB WEST BOUND TO 3000 ON TDG VORTAC R-085 BEFORE TURNING SOUTH OR EAST BOUND. RWY 5, CLIMBING RIGHT TURN TO INTERCEPT TDG VORTAC R-085, CLIMB EAST BOUND TO 3000 BEFORE PROCEEDING ON COURSE.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FLORIDA

FDC 0/109 FI/T (FMY) PAGE FIELD, FORT MYERS, FL. TAKEOFF MINIMUMS RWY 23 STANDAND.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14–32 5000 FT VICE 2300 FT.

FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI
COVINGTON GA. VOR/DME RWY 9 ORIG
STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL
CATS. HAT/HAA 784 FT ALL CATS.
STRAIGHT-IN AND CIRCLING VISIBILITY
CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/68 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 1 AND VOR/DME RWY 36 AMDT 2 NA.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200–1.

#FDC 0/180 FI/T /DNL/ DANIEL FIELD/ AUGUSTA/ GA. RADAR-1 AMDT 2 NA.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/1609 FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTNL ATLANTA GA. IFR DEPARTURE PROCEDURE RWY 27L CLIMB RUNWAY HEADING TO 1300 FT BEFORE TURNING LEFT.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C; RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS, CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A,B,C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR.

FDC 9/1478 FI/T (CVG) GREATER CINCINNATI, COVINGTON, KY. ILS 18 AMDT 11 MISSED APCH CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND. DELETE PROC DATA NOTE AUTOPILOT COUPLED APCHS NA BELOW 1565 FT MSL. NDB RWY 18 AMDT 11 AND RADAR-1 AMDT 18 MISSED APCH RWY 18 CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200–1 REQUIRED.

FDC 9/2089 FI/T (CVG GREATER CINCINNATI INTL COVINGTON KY. ILS RWY 9R AMDT 7 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 9R AMDT 6 SI 9R MDA 1380 FT/HAT 509 FT ALL CATS. VIS SI 9R CAT C 1 MI. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 18 AMDT 11 SI LOC 18 MDA 1220 FT/HAT 347 FT ALL CATS. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 18 AMDT 11 SI 18 MDA 1380 FT/HAT 507 FT ALL CATS. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 36 AMDT 27 SI LOC 36 MDA 1320 FT/ HAT 470 FT ALL CATS. VIS SI LOC 36 CAT C RVR 4000 FT CAT D RVR 5000 FT. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/ HAA 469 FT CAT C MDA 1380 FT/ HAA 489 FT. NDB RWY 36 AMDT 25 SI 36 MDA 1400 FT/HAT 550 FT ALL CATS. VIS SI 36 CAT D 1 1/2 MI. CIRCLING CAT A/B/C MDA 1400 FT/ HAA 509 FT. ILS RWY 27L AMDT 5 CIRCLING CAT A MDA 1340 FT/ HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. RADAR-1 AMDT 18 SI 9R MDA 1260 FT/ HAT 389 FT ALL CATS. SI 18 MDA 1260 FT/HAT 387 FT ALL CATS SI 27L MDA 1280 FT/HAT 405 FT ALL CATS. SI 36 MDA 1320 FT/HAT 470 FT ALL CATS. CIRCLING CAT A MDA 1340/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 9/2162 FI/T (6M5) HANCOCK AIRFIELD HAWESVILLE KY. NDB-A AMDT 1 CIRCLING MDA 1180 FT/HAA 780 FT ALL CATS. VIS 11/2 MI CAT B 21/4 MI CAT C AND 21/2 MI CAT D.

FDC 9/2163 FI/T (2I0) MADISONVILLE MUNI MADISONVILLE KY. VOR RWY 23 AMDT 5 SI RWY 23 MDA 840 FT/HAT 402 FT CAT A/B/C. CAT D NA. VIS 1 MI CAT A/B/C. CIRCLING MDA CAT A 880FT/HAA 442 FT CAT B/C MDA 900FT/ HAA 462 FT CAT D NA. VIS 1 MI CAT A/B. 11/2 MI CAT C. PROC DATA NOTE CHG TO READ OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.8. WHEN NOT AVAILABLE USE EVANSVILLE INDIANA ALTIMETER SETTING AND INCREASE ALL MDAS 180FT.

MISSISSIPPI

FDC 0/98 FI/T (MMS) SELFS MARKS MS. NDB RWY 2 AMDT 2 AND NDB-A ORIG NA.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5,8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/108 FI/T (MQY) SMYRNA, SMYRNA, TN. NDB RWY 32 AMDT 2 MINIMUM ALT OVER SWZ NDB 1800 FT.

FDC 0/145 FI/T (MEM) MEMPHIS INTERNATIONAL MEMPHIS TN. ILS RWY 17L AMDT 4 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

#FDC 0/175 FI/T /CHA/ LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 2 AMDT 1 S-ILS-2 AND S-LOC-2 CATS A, B, C INOPERATIVE TABLE DOES NOT APPLY TO MALSR. WHEN INOPERATIVE S-LOC-2 CAT "C" INCREASE 1/4 MILE.

#FDC 0/176 FI/T /CKV/ OUTLAW FIELD, CLARKSVILLE, TN. NDB RWY 16, AMDT 2 FAF TO THR DISTANCE 6.4 NM.

#FDC 0/217 FI/T/CHA/LOVELL FIELD, CHATTANOOGA, TN. DEPARTURE PROCEDURES/ TAKEOFF MINIMUMS. TAKEOFF MINIMUMS RWY 2/20 STANDARD. RWY 14, 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230 FT PER NM TO 1700. RWY 32, 500–1. FAR 135 AUTH RWY 20 RVR 1800, RWY 2 RVR 5000. IFR DEPARTURE PROCEDURE RWYS 2, 14 AND 20 CLIMB RWY HEADING TO 1700 BEFORE TURNING. RWY 32 CLIMBING RIGHT TURN TO 2300 ON HEADING 020 THEN PROCEED ON COURSE. THIS IS AMDT 5.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

FDC 9/2004 FI/T (FYM) FAYETTEVILLE MUNI, FAYETTEVILLE TN. NDB RWY 1 AMDT 3 NA.

FDC 9/2119 FI/T (CHA) LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS RWY 14 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230/NM TO 1700.

SOUTHWEST

ARIZONA

#FDC 0/233 FLIGHT RESTRICTION 6 STATUTE MILE WIDE AREA 3 MILES EITHER SIDE OF A LINE FROM PHEONIX /PHX/ 045 DEGREE RADIAL AT 15 NAUTICAL MILES TO PHX.225 DEGREE RADIAL AT 15 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 FEET MEAN SEA LEVEL EXCEPT AIRCRAFT ARRIVING OR DEPARTING /PHX/ PHEONIX SKY HARBOR INTERNATIONAL AIRPORT. PHX PHEONIX AZ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/143 FI/T (CIC) CHICO MUNI CHICO CA. NDB RWY 13L ORIG SI MDA 780 FT/HAT 542 FT ALL CATS. SI VIS 1 MILE CAT A/B 11/2 MILE CAT C 13/4 MILE CAT D. CIRCLING MDA 780 FT/HAA 542 FT CAT A/B/C.

FDC 0/167 FI/T SANTA YNEX CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

#FDC 0/186 FI/P /HHR/ HAWTHORNE MUNI HAWTHORNE CA. LOC RWY 25 AMDT 3 DELETE TERMINAL ROUTE ELMOO INT/IAF/TO WELLZ INT. THIS AMDT 4.

#FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

#FDC 0/218 FI/T /MCE/MERCED MUNI MERCED CA. DEPARTURE PROCEDURES/ TAKEOFF MINIMUMS. TAKEOFF MINIMUMS RWY 12 STANDARD. RWY 30 STANDARDS/1/2 MILE AUTHORIZED FAR 135.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15–33 – 122.8.

COLORADO

#FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

UTAH

#FDC 0/222 FI/P/CNY/CANYONLANDS FIELD MOAB UT. VOR/DME RWY 33 ORIG AND VOR-A AMDT 5. ADD PROCEDURAL DATA NOTE: ACTIVATE MIRL RWY 15/33 122.8. THIS IS VOR/DME RWY 33 AMDT 1 VOR-A AMDT 6.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000-360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/157 FI/T (CID) CEDAR RAPIDS MUNI CEDAR RAPIDS IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA AND SI-ILS VIS RVR 4000 ALL CATS. S-LOC VIS RVR 4000 CAT A/B/C RVR 6000 CAT D. NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA SI VIS RVR 6000 CAT C 11/2 MILES CAT D. VOR RWY 9 AMDT 13 WHEN ATCT NOT IN OPERATION. SI VIS RVR 4000 CAT A/B/C RVR 6000 CAT D.

#FDC 0/182 FI/F /SOY/ SIOUX CENTER MUNI SIOUX CENTER IA. RWY 18/36 REDESIGNATED RWY 17/35. NDB RWY 18 ORIG REDESIGNATED NDB RWY 17 ADMT 1.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

#FDC 0/192 FI/P /KCK/ FAIRFAX MUNI KANSAS CITY KS. LOC-E ORIG MISSED APPROACH POINT 5.0 MI AFTER PASSING KEMPE INT/MKC 13.6 DME/RADAR/OR AT MKC 8.6 DME. DISTANCE FAF TO MAP 5.0 MI. THIS IS LOC-E AMDT 1.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/105 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS MN. ILS RWY 31 AMDT 6 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

#FDC 0/227 FI/T/MSP/MINNEAPOLIS-ST PAUL INTERNATIONAL WOLD-CHAMBERLAIN/ MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS. VIS CAT D 1 1/2 MI. CIRCLING MDA 1360 FT/ HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4, ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. NDB RWY 29L AMDT 21 SI MDA 1440 FT/HAT 618 FT ALL CATS VIS CAT C RVR 6000 FT. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. NDB RWY 29R AMDT 9 SI MDA 1440 FT/HAT 617 FT ALL CATS VIS CAT C 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC MDA 1380 FT/HAT 557 FT ALL CATS. CIRCLING MDA 1380 FT/ HAA 539 FT CATS A B C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

FDC 9/2139 FI/T (HIB) CHISHOLDHIBBING HIBBING MN. TKOF MINS RWYS 4 22 31 STANDARD RWY 13 200–1 OR STANDARD WITH MIN CLIMB OF 267 FT/NM TO 1500 FT/668 PER MINUTE AT 150 K, 890 FT PER MINUTE AT 200 K/.

FDC 9/2177 FI/T /CKN/ CROOKSTON MUNIKIRKWOOD FLD CROOKSTON MN VOR RWY 31 AMDT 1 PROC NA.

MISSOURI

FDC 0/011 FI/T /COU/ COLUMBIA REGIONAL, COLUMBIA, MO. LOC BC RWY 20 AMDT 6 PROC NA.

FDC 0/133 FI/P (DMO) SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 3 AND NDB RWY 36 AMDT 4. ADD NOTE. ACTIVATE LIRL RWY 18/36 122.8. THIS IS NDB RWY 18 AMDT 4 AND NDB RWY 36 AMDT 5.

FDC 0/139 FI/T (94K) CASSVILLE MUNI, CASSVILLE MO. VOR RWY 8 ORIG. DELETE PROCEDURAL DATA/NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD PROCEDURAL DATA/NOTE ACTIVATE MIRL RWY 8 – 123.0.

#FDC 0/223 FI/T (TBN) FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 1 LOC RWY 14 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14–118.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 9/665 FI/T (BFF) SCOTTS BLUFF COUNTY SCOTTSBLUFF NE. VOR/DME RWY 5 ORIGINAL MIN ALT CUSHY 10 DME (FAF) 5800 FT. TERMINAL ROUTE 17 DME ARC TO CUSHY 10 DME ALT 5800 FT. STRAIGHT IN MINS NA.

SOUTH DAKOTA

#FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 9/1720 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG (US ARMY) MINIMUM ALTITUDE RAP NDB (FAF) 4600 FT.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

#FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO: USE EUGENE OREGON ALTIMETER SETTING.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

WASHINGTON

#FDC 0/110 FI/T /BFI/ BOEING FIELD/ KING COUNTY INTERNATIONAL, SEATTLE, WA. ILS RWY 13R AMDT 20; LOC BC RWY 31L AMDT 8. DME UNUSABLE.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/79 FI/P (ADQ) KODIAK KODIAK AK. ILS DME-1 RWY 25 ORIG SI LOC RWY 25 AND CIRCLING RWYS 28/36 CAT D VIS 21/4 MILES. THIS IS ILS/DME-1 RWY 25 AMDT 1.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

#FDC 0/114 CORRECTION TO US GOVERNMENT ENROUTE LOW ALTITUDE CHART L-23 PANEL C EFFECTIVE 24 JAN 1980. REVISE RESTRICTED AREA NOTE R5502A TO INCLUDE R5502B 1300–2200Z DAYLIGHT SAVING TIME TUESDAY-THURSDAY.

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE-DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

FDC 9/2090 CORRECTION TO U.S. GOVERNMENT AREA CHART A-2 PANEL F /DENVER/ EFFECTIVE 29 NOV 1979. CHANGE HOLDING PATTERN WIGGI INT /V-220/ TO READ RIGHT TURN 260 RAD FROM AKO VORTAC.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347–3222
Columbus, Ohio area:

Columbus	(614)	461–1659
Lancaster	(614)	654–5457
Marion	(614)	382–1777
Mansfield	(419)	525–2955
Newark	(614)	345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the Graphic Notices and Supplemental Data dated January 1980:

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Slatn

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Slatn	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE SUN'N' FUN FLY-IN AT LAKELAND MUNICIPAL AIRPORT, FLORIDA

MARCH 16-22, 1980

Due to the heavy volume of air traffic generated by the EAA Sun'N' Fun Fly-In, the Federal Aviation Administration will provide temporary Air Traffic Control Service and will use the following procedures to help maintain a safe orderly flow of air traffic at Lakeland Municipal Airport, Florida, from March 16 through March 22, 1980. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating in Central Florida. Numerous non-radio equipped aircraft will be operating in the vicinity of Lakeland. Peak traffic is expected from mid-morning until sundown daily with highest volume expected from March 19–22, 1980.

LAKELAND MUNICIPAL AIRPORT WILL BE CLOSED TO ALL ITINERANT OPERATIONS FROM 1 PM TO 3 PM EASTERN STANDARD TIME DAILY DURING THE FLY-IN. Arrival delays up to 1 hour can be expected daily between 3 pm and 4 pm due to a large number of departures from Lakeland Municipal Airport during this time.

Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch and go landings, low approaches and practice instrument approaches.

CONTROL TOWER: The Lakeland Temporary Control Tower will operate 12 hours per day during the EAA Sun'N' Fun Fly-In, between 7 am and 7 pm EST. Primary frequencies are: ATIS 120.9; Ground Control 121.8; Tower 125.5. Aircraft not equipped for 125.5 or aircraft with an emergency contact Lakeland Tower on 119.8. ATC may assign frequency 123.7 or 118.95 during busy periods.

TRAFFIC PATTERNS: Itinerant arrivals shall use left traffic for Runway 9L or right traffic for Runway 27R and enter the airport traffic area from over Lake Parker located about 6 miles northeast of the airport as shown on the graphic. Aircraft with traffic pattern speed of 130 knots or less, pass Lake Parker at 1000 feet MSL, faster traffic use 1500 feet MSL. Local traffic will use a separate traffic pattern and must receive a local pilot briefing before its use is authorized.

VFR ARRIVALS: All inbound aircraft are urged to listen to the Lakeland ATIS on 120.9 MHz when 20–30 miles from the airport for landing and special information. The Lake Parker landing procedure (SEE GRAPHIC) will be used at all times unless the Tower gives specific instructions to the contrary. When traffic volume exceeds the airport acceptance rate. VFR holding will be used prior to or over Lake Parker. All aircraft must be in trail passing Lake Parker. Left traffic to Runway 9L or right traffic to Runway 27R will be used to the maximum extent possible. Runway 4/22 will be closed during the entire period. Runway 13/31 will be closed except to aircraft that will enter the fly-by pattern. The pilot must have obtained a current local briefing and proper credentials before permitted to use Runway 13/31. Should the cross wind become too great to continue operations on the East/West Runway, Runway 13/31 will be opened. Traffic pattern entry will still be from over Lake Parker (as shown on the graphic) with further instructions issued by the Tower. All landing traffic should be alert for possible radio or light signal wave off from the Tower. Red smoke or hand signals from controllers near the approach end of the runway in use may also be used to signal a wave off. Plan landing so as to clear the runway as soon as possible on a hard surface. **Caution** remain on hard surface at all times unless specifically instructed by Tower or Flagman to do otherwise. Aircraft landing on the Runway (9L) turn off to the left; on 27R turn off to the right. Do not use runway marked 9R/27L unless so cleared by the Tower. The threshold on the taxiway marked 9L is displaced because of tall trees off the approach end. When cleared to land on the taxiway marked 9L/27R, DO NOT TURN OFF THE LANDING STRIP TOWARD THE SOUTH. Ground Control will direct you to the parking area. Expeditions clearing of the runway is necessary due to a continuous flow of arriving and departing traffic behind you.

VFR DEPARTURES: Before taxiing monitor Lakeland ATIS on 120.9 MHz for taxi information. Contact Ground Control on 121.8 MHz for taxi instructions prior to entering any taxiway.

EXCEPTION: Aircraft parked in the SUN'N' FUN parking area may follow signs and flagmen to the runway. Radio equipped aircraft from this area should monitor Ground Control on 121.8 MHz while taxiing and **contact** Ground Control **only** if you need further information. To expedite traffic you will be directed for an intersection departure

on Runway 9 (5000 feet remaining) or for full length on Runway 27. The ATIS will inform you whether to call the Tower or watch the FAA flagman at the runway for takeoff clearance. After departure, monitor the frequency given on the ATIS but do not call unless an emergency exists.

VFR FLIGHT PLANS: All pilots are urged to file a flight plan. Pilots with 2-way radio equipped aircraft should close flight plans with St. Petersburg radio transmit 122.1, listen Lakeland VOR 116.0. Non-radio equipped aircraft can close flight plans by telephone 682-3258 (local call) with St. Petersburg FSS or in person with the temporary FSS located at Lakeland and in the SUN'N' FUN area.

Non-radio equipped aircraft arriving at the SUN'N' FUN FLY'IN shall follow the Lake Parker arrival procedure (SEE GRAPHIC). Enter traffic only over Lake Parker. Enter the appropriate pattern and if other aircraft are sighted, find an aircraft to follow to the airport and REMAIN IN TRAIL. Land only on Runway 9R or 27L. Watch the Tower located near or on top of the Terminal building for a light. All other airport areas are either closed or are being used for other operations. Non-radio aircraft shall not land on the parallel taxiway north of the main East West Runway which will be marked 9L and 27R. After landing on the main runway 9R, make a right turnoff or on Runway 27L, make a left turnoff. Remain on the hard surface unless otherwise instructed by flagmen. Plan landing so as to clear the runway as soon as possible. Follow flagmen for parking. If red smoke is being emitted near the approach end of the landing runway, non-radio equipped aircraft are to leave the traffic pattern and re-enter over Lake Parker. Be extremely alert for numerous aircraft operating in the vicinity of Lakeland. If there is any possibility that you might be coming to SUN'N' FUN in an aircraft without a radio, it is important that you place your name, aircraft type, identification number, address, and the word NON-RADIO on a postcard and mail it to Tampa ATC Tower, Tampa International Airport, Tampa, FL 33607. The receipt of the card will validate your authorization to operate without a radio while the temporary ATC Tower is in operation. The card also indicates that you have read and understand the above procedures. It is suggested that you sign and fill in the following and carry this "Non-Radio equipped" procedure page with you while exercising this authorization.

____

Pilot's Signature

____

Date Card Mailed

____

Aircraft Identification

Because of the temporary nature of the Control Tower, considerable delay may be encountered getting authorization to operate without a radio by telephone.

IFR TRAFFIC: Due to the expected increase in the volume of traffic generated by the SUN'N' FUN FLY IN, some delays may be encountered for IFR arrival and departing traffic. Be familiar with the special procedures that will be used by the temporary Control Tower at Lakeland.

IFR ARRIVALS: Be prepared to discontinue your approach on final to enter a VFR traffic pattern. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland.

IFR DEPARTURES: File your Flight Plan at least one hour prior to proposed departure time. IFR Flight Plans which have not been used will be cancelled two hours after the filed proposed departure time. Contact Lakeland Ground Control on 121.8 MHz for your clearance. If you have not received initial deparature instructions prior to reaching the runway, attempt to taxi your aircraft to a position where other VFR aircraft can pass you for departure. *In any case, do not accept the FAA flagman's instructions to enter the runway or take off unless you have received a departure release by radio.*

Note: To minimize delay, aircraft are encouraged to depart VFR and contact Tampa Approach Control on 120.65 after leaving the airport traffic area.

SUN N FUN

NOTE: AIRPORT CLOSED DAILY FROM 1 PM - 3 PM EST FOR AIR SHOW. ARRIVAL DELAYS EXPECTED BETWEEN 3 PM AND 4 PM.

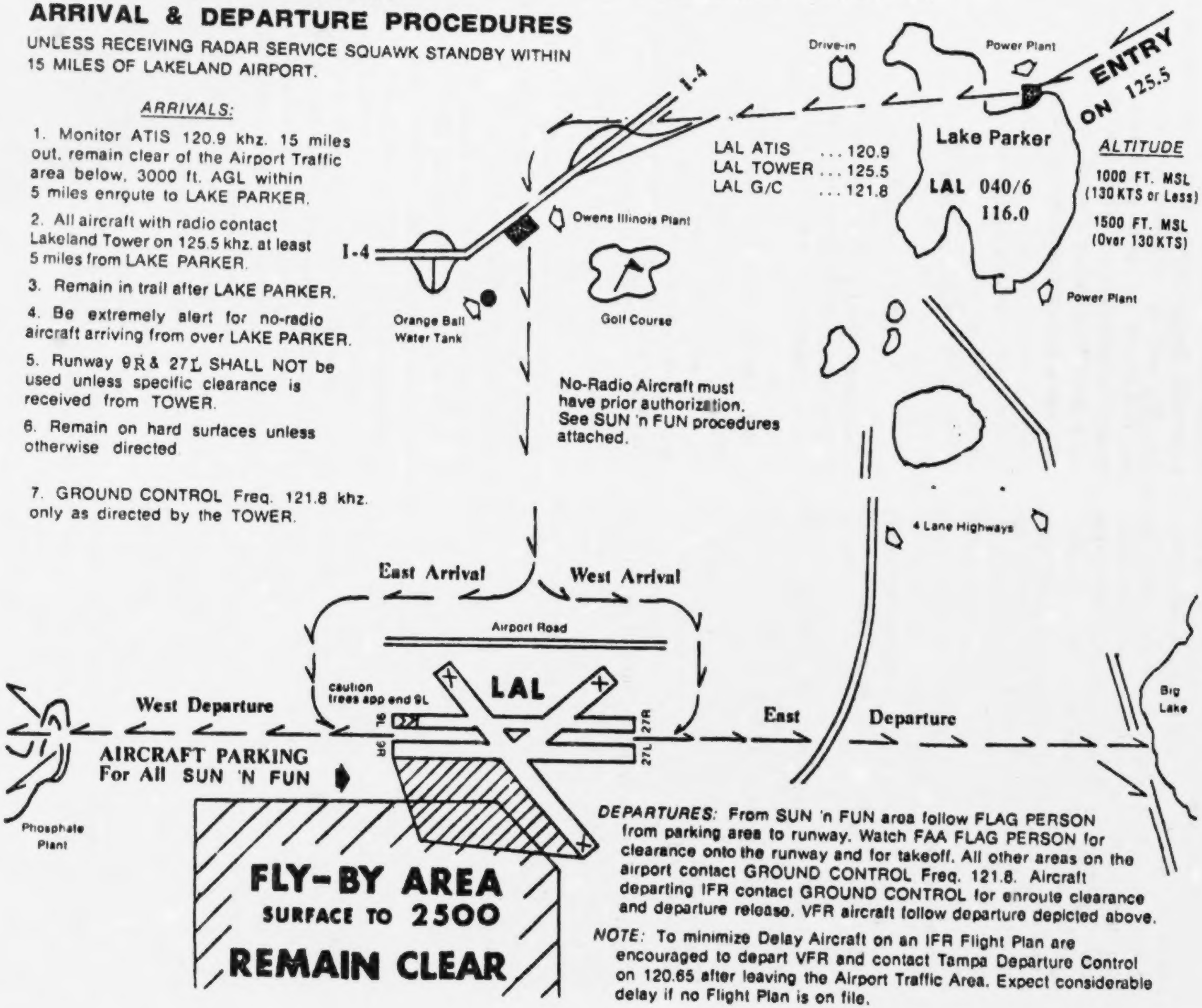
ARRIVAL & DEPARTURE PROCEDURES

UNLESS RECEIVING RADAR SERVICE SQUAWK STANDBY WITHIN 15 MILES OF LAKELAND AIRPORT.

ARRIVALS:

1. Monitor ATIS 120.9 khz. 15 miles out, remain clear of the Airport Traffic area below, 3000 ft. AGL within 5 miles enroute to LAKE PARKER.
2. All aircraft with radio contact Lakeland Tower on 125.5 khz. at least 5 miles from LAKE PARKER.
3. Remain in trail after LAKE PARKER.
4. Be extremely alert for no-radio aircraft arriving from over LAKE PARKER.
5. Runway 9R & 27L SHALL NOT be used unless specific clearance is received from TOWER.
6. Remain on hard surfaces unless otherwise directed

7. GROUND CONTROL Freq. 121.8 khz. only as directed by the TOWER.



I-4
I-4
Drive-in
Power Plant
ENTRY ON 125.5
Lake Parker
LAL 040/6
116.0
Owens Illinois Plant
Golf Course
Orange Ball Water Tank
Power Plant
4 Lane Highways
East Arrival
West Arrival
Airport Road
LAL
caution trees app end 9L
9L
9R
27R
27L
West Departure
East
Departure
Big Lake
Phosphate Plant
AIRCRAFT PARKING For All SUN 'N FUN
FLY-BY AREA
SURFACE TO 2500
REMAIN CLEAR

LAL ATIS ... 120.9
LAL TOWER ... 125.5
LAL G/C ... 121.8

ALTITUDE

1000 FT. MSL (130 KTS or Less)

1500 FT. MSL (Over 130 KTS)

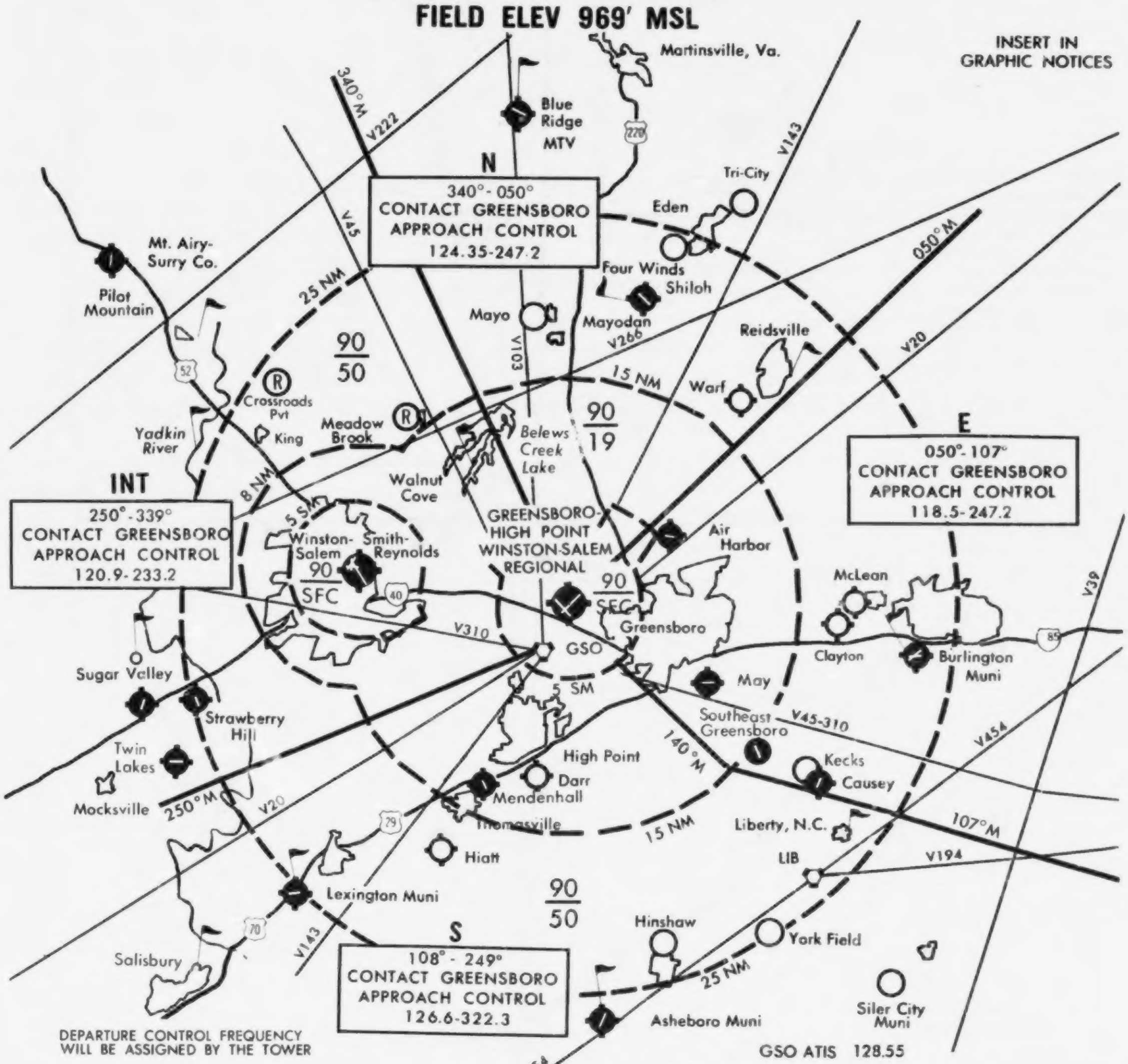
No-Radio Aircraft must have prior authorization. See SUN 'n FUN procedures attached.

DEPARTURES: From SUN 'n FUN area follow FLAG PERSON from parking area to runway. Watch FAA FLAG PERSON for clearance onto the runway and for takeoff. All other areas on the airport contact GROUND CONTROL Freq. 121.8. Aircraft departing IFR contact GROUND CONTROL for enroute clearance and departure release. VFR aircraft follow departure depicted above.

NOTE: To minimize Delay Aircraft on an IFR Flight Plan are encouraged to depart VFR and contact Tampa Departure Control on 120.65 after leaving the Airport Traffic Area. Expect considerable delay if no Flight Plan is on file.

GREENSBORO-HIGH POINT-WINSTON SALEM REGIONAL
FIELD ELEV. 926′ MSL
AND SMITH REYNOLDS ARPTS
FIELD ELEV 969′ MSL

INSERT IN
GRAPHIC NOTICES


Martinsville, Va.
Blue Ridge MTV
220
340°M
V222
N
340° - 050°
CONTACT GREENSBORO
APPROACH CONTROL
124.35-247.2
V143
Tri-City
Eden
Four Winds
Shiloh
Mt. Airy-Surry Co.
Pilot Mountain
25 NM
V45
Mayo
Mayodan
V103
V266
Reidsville
050°M
V20
90
50
52
Crossroads Pvt
King
Yadkin River
Meadow Brook
15 NM
Warf
90
19
Belews Creek Lake
E
050°-107°
CONTACT GREENSBORO
APPROACH CONTROL
118.5-247.2
INT
8 NM
5 SM
Walnut Cove
250°-339°
CONTACT GREENSBORO
APPROACH CONTROL
120.9-233.2
Winston-Salem
Smith-Reynolds
90
SFC
40
GREENSBORO-HIGH POINT WINSTON-SALEM REGIONAL
90
SFC
Air Harbor
McLean
Greensboro
V310
GSO
Clayton
Burlington Muni
85
V39
Sugar Valley
5 SM
May
Strawberry Hill
Southeast Greensboro
V45-310
Twin Lakes
140°M
High Point
Darr
Kecks
Causey
V454
Mocksville
250°M
V20
Mendenhall
Thomasville
15 NM
Liberty, N.C.
107°M
29
Hiatt
LIB
V194
Lexington Muni
90
50
70
V143
S
Hinshaw
York Field
Salisbury
108° - 249°
CONTACT GREENSBORO
APPROACH CONTROL
126.6-322.3
25 NM
Siler City Muni
Asheboro Muni
V454

DEPARTURE CONTROL FREQUENCY
WILL BE ASSIGNED BY THE TOWER

GSO ATIS 128.55

MARTINSVILLE BLUE RIDGE AIRPORT	N	35NM
SHILOH AIRPORT	NE	25NM
REIDSVILLE	NE	20NM
BELEWS CREEK LAKE	N	14NM
BURLINGTON AIRPORT	E	25NM
SOUTHEAST GREENSBORO AIRPORT	SE	15NM
LIBERTY	SE	23NM
ASHEBORO AIRPORT	S	26NM
LEXINGTON AIRPORT	SW	25NM
SALISBURY	SW	30NM
TWIN LAKES AIRPORT	SW	27NM
YADKIN RIVER	W	25NM
PILOT MOUNTAIN	NW	32NM

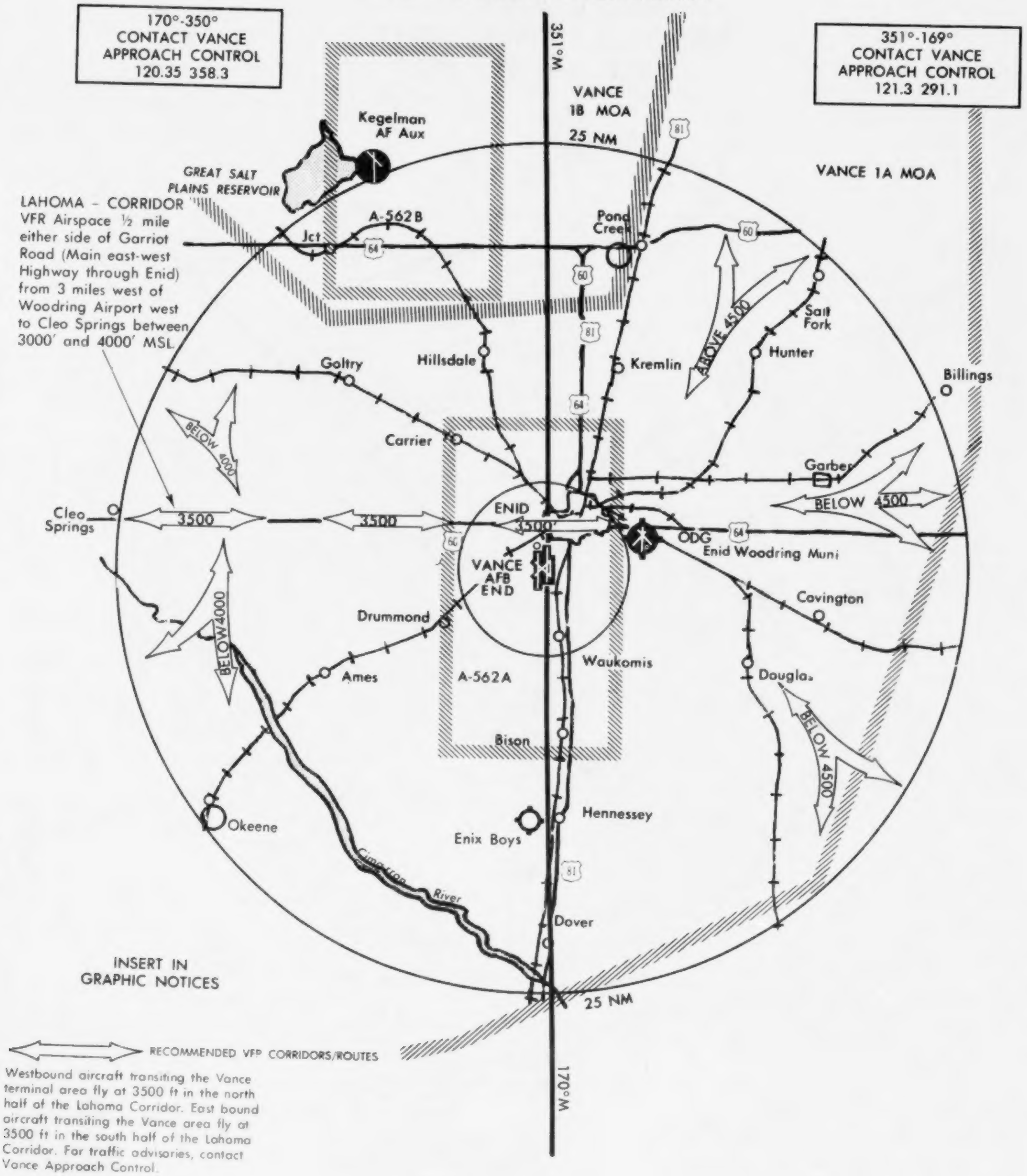
LEGEND

⚑	VFR CHECK POINT
90	CEILING IN HUNDREDS OF FEET MSL
50	FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

ENID - VANCE, OKLAHOMA



170°-350°
CONTACT VANCE
APPROACH CONTROL
120.35 358.3

351°-169°
CONTACT VANCE
APPROACH CONTROL
121.3 291.1

LAHOMA - CORRIDOR VFR Airspace ½ mile either side of Garriot Road (Main east-west Highway through Enid) from 3 miles west of Woodring Airport west to Cleo Springs between 3000' and 4000' MSL.

INSERT IN GRAPHIC NOTICES

351°M
VANCE 1B MOA
25 NM
Kegelman AF Aux
GREAT SALT PLAINS RESERVOIR
VANCE 1A MOA
A-562B
Jct
64
Pond Creek
60
81
Salt Fork
Hunter
ABOVE 4500
Kremlin
Billings
Goltry
Hillsdale
BELOW 4000
Carrier
Garber
BELOW 4500
Cleo Springs
3500
3500
ENID
3500'
ODG
Enid Woodring Muni
VANCE AFB END
Covington
Drummond
BELOW 4000
Waukomis
Ames
A-562A
Douglas
BELOW 4500
Bison
Hennessey
Okeene
Enix Boys
Cimarron River
Dover
25 NM
170°M
RECOMMENDED VFR CORRIDORS/ROUTES

Westbound aircraft transiting the Vance terminal area fly at 3500 ft in the north half of the Lahoma Corridor. East bound aircraft transiting the Vance area fly at 3500 ft in the south half of the Lahoma Corridor. For traffic advisories, contact Vance Approach Control.

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

UNICOM FREQUENCIES AT UNCONTROLLED AIRPORTS

At the present time there are three UNICOM frequencies, 122.7, 122.8 and 123.0 available for assignment to uncontrolled airports. In the past, no attempt has been made to assign these frequencies in such a way as to reduce frequency congestion between adjacent airports. To reduce frequency congestion, a frequency assignment plan has been developed for 15 areas of the country which have a high concentration of uncontrolled airports. Specifically, these areas are: New York/New Jersey, Washington, D.C./Maryland/Virginia, Atlanta, Chicago/Milwaukee, Cleveland, Los Angeles, Denver, Cincinnati/Dayton/Columbus, Seattle, Detroit/Toledo, Indianapolis, Houston, Dallas/Fort Worth, Pittsburgh and Boston. The FCC has requested a significant number of UNICOM operators located in the above areas to change frequencies in accordance with the plan.

Over the next 6 to 12 months there will be numerous UNICOM frequency changes. During this transition period directory/supplements or appropriate charts may not accurately reflect UNICOM frequency assignments at uncontrolled airports. Pilots destined for one of the areas noted above are urged to verify the UNICOM frequency in use during preflight briefings or with the FSS associated with the airport destination.

SPECIAL NOTICE

Recommended VFR Flight Procedures in the "Niagara Scenic Falls" Area.

Due to the high concentration of Sightseeing Flights in the Niagara Falls Area and in the interest of Flight safety, the following procedures are recommended:

(1) A RIGHT HAND CIRCUIT PATTERN WITH NORTH END RIGHT TURN AREA, SOUTH OF THE RAILRAOD BRIDGE ACROSS THE NIAGARA GORGE - AND SOUTHERN RIGHT TURN AREA NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA RIVER).

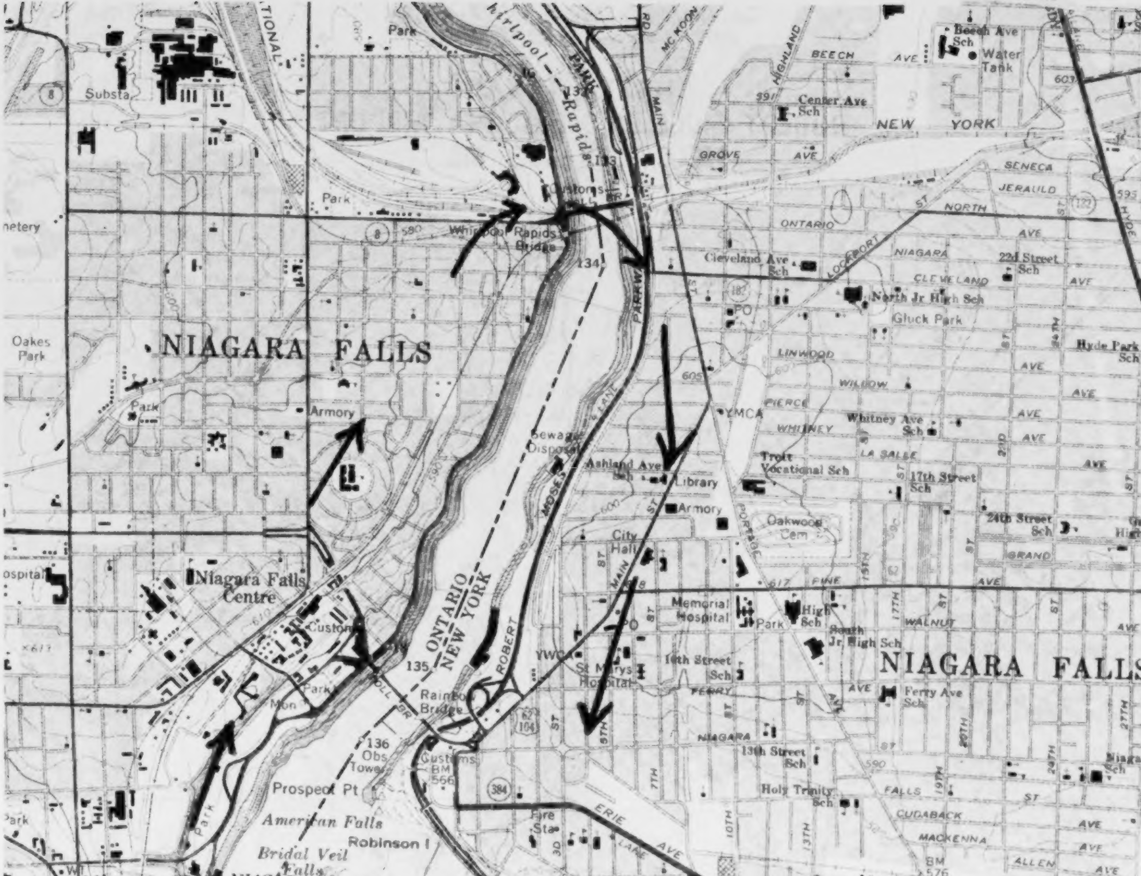
(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY: I.E. NORTHBOUND OR SOUTHBOUND, AND MONITOR THE FREQUENCY WHILE IN THE PATTERN.

(3) IT IS RECOMMENDED THAT (a) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL. (b) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL. (c) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS.+, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

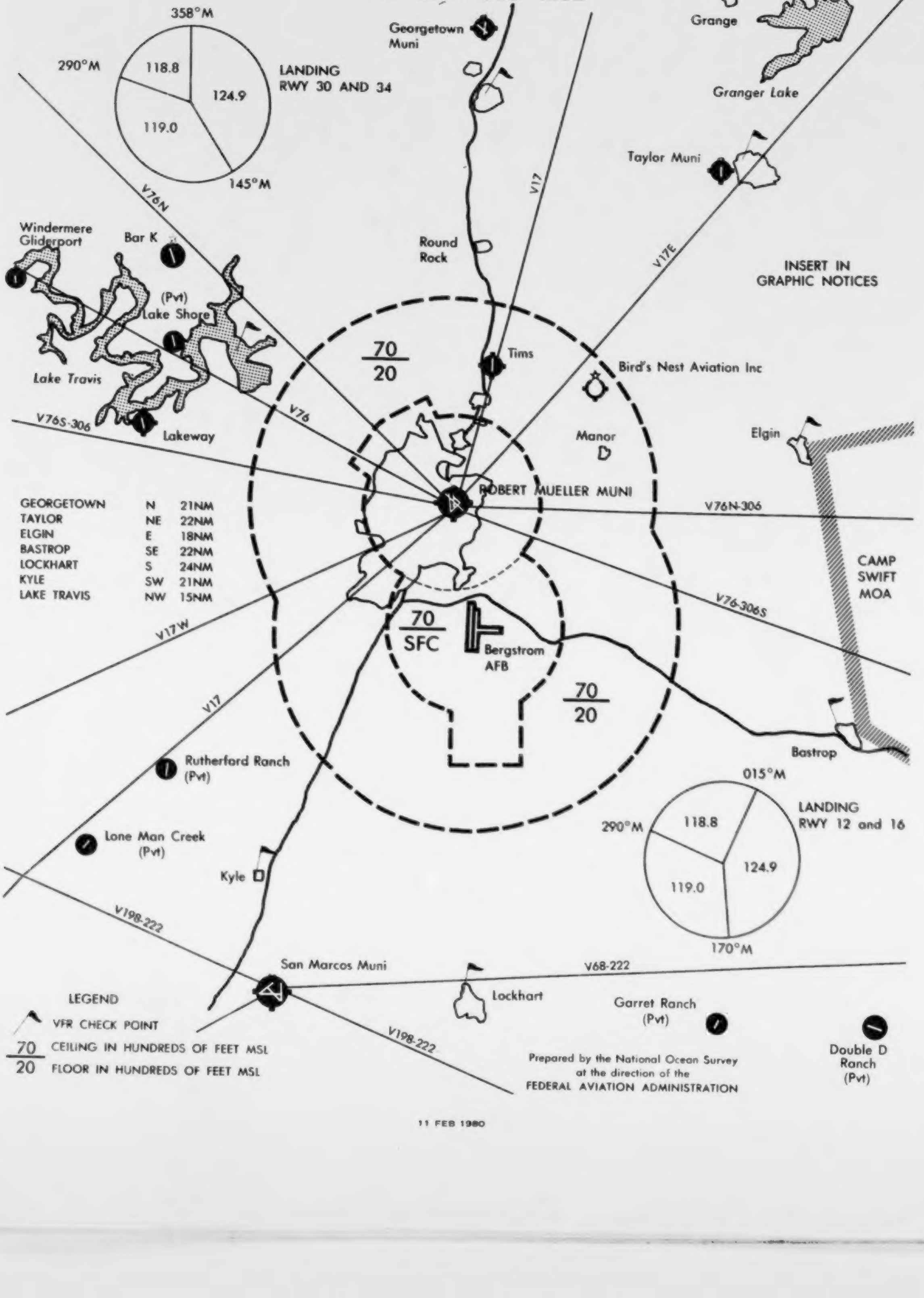
IMPORTANT NOTE

OBTAIN CURRENT ALTIMETER SETTING PRIOR TO JOINING THE PATTERN THROUGH EITHER NIAGARA FALLS TOWER FREQ. 118.5 MHZ, OR ST. CATHARINES TOWER FREQ. 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN "THE WHIRLPOOL" AND "HORSESHOE FALLS" ARE EXTREMELY NOISE SENSITIVE. MAINTAIN AT LEAST 2200 FT. ASL OVER THIS AREA PRIOR TO JOINING THE PATTERN.


NIAGARA FALLS
Niagara Falls Centre
Whirlpool Rapids
Whirlpool Rapids Bridge
Customs
ONTARIO
NEW YORK
Rainbow Bridge
Prospect Pt
American Falls
Bridal Veil Falls
NIAGARA FALLS
Robinson I
Bird I
Green I
Goat Island
Terrapin Pt
Brother I
Three Sisters Islands
Horseshoe Falls
NEW YORK STATE RESERVATION
NIAGARA
RIVER
UNITED STATES
CANADA
Dufferin Island Park
Powerplant
Powerplant
Oakes Park
Armory
Sewage Disposal
Ashland Ave Sch
Library
Armory
City Hall
Memorial Hospital
St Marys Hospital
YMCA
Oakwood Cem
Trott Vocational Sch
Whitney Ave Sch
Gluck Park
North Jr High Sch
Cleveland Ave Sch
Center Ave Sch
Beech Ave Sch
Water Tank
22d Street Sch
Hyde Park Sch
17th Street Sch
24th Street Sch
High Sch
South Jr High Sch
10th Street Sch
Ferry Ave Sch
13th Street Sch
Holy Trinity Sch
Fire Sta
Obs Tower
Custom
Park
Substa
Montrose Junction
Falls View
Light
Intake
Intake
PINE
WALNUT
FERRY
NIAGARA
FALLS
CUDABACK
MACKENNA
ALLEN
BUFFALO
ERIE
ROBERT
MOSES
PARKWAY
PORTAGE
LOCKPORT
NEW YORK
SENECA
JERAULD
NORTH
ONTARIO
NIAGARA
CLEVELAND
LINWOOD
WILLOW
PIERCE
WHITNEY
LA SALLE
GRAND
BEECH
GROVE
HIGHLAND
MAIN
MC KOON
BM 566
BM 576
BM 593
133
134
135
136
137
138

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

AUSTIN, TEXAS
ROBERT MUELLER MUNICIPAL AIRPORT
FIELD ELEV 632' MSL


358°M
290°M
118.8
124.9
119.0
145°M
LANDING
RWY 30 AND 34
Georgetown Muni
Grange
Granger Lake
Taylor Muni
V17
V76N
V17E
Windermere Gliderport
Bar K
(Pvt)
Lake Shore
Lake Travis
Round Rock
INSERT IN GRAPHIC NOTICES
70
20
Tims
Bird's Nest Aviation Inc
V76S-306
V76
Lakeway
Manor
Elgin
ROBERT MUELLER MUNI
V76N-306
CAMP SWIFT MOA
V76-306S
V17W
70
SFC
Bergstrom AFB
70
20
V17
Bastrop
Rutherford Ranch (Pvt)
015°M
LANDING
RWY 12 and 16
290°M
118.8
124.9
119.0
170°M
Lone Man Creek (Pvt)
Kyle
V198-222
San Marcos Muni
V68-222
Lockhart
Garret Ranch (Pvt)
Double D Ranch (Pvt)
V198-222
LEGEND
VFR CHECK POINT
70 CEILING IN HUNDREDS OF FEET MSL
20 FLOOR IN HUNDREDS OF FEET MSL

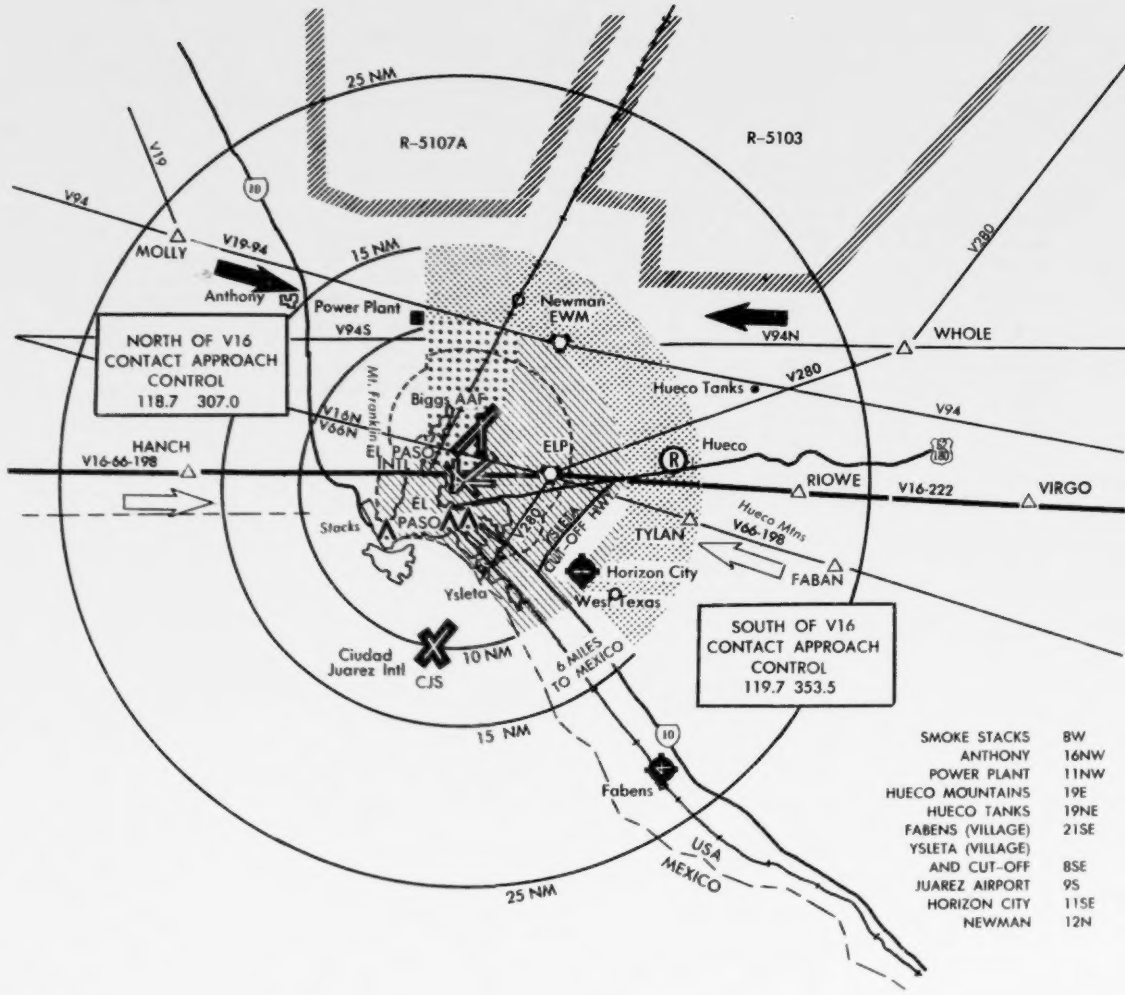
GEORGETOWN	N	21NM
TAYLOR	NE	22NM
ELGIN	E	18NM
BASTROP	SE	22NM
LOCKHART	S	24NM
KYLE	SW	21NM
LAKE TRAVIS	NW	15NM

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

11 FEB 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

EL PASO, TEXAS, EL PASO INTL AIRPORT
FIELD ELEV. 3956′ MSL


25 NM
R-5107A
R-5103
V19
V94
MOLLY
V19-94
10
15 NM
Anthony
Power Plant
V94S
Newman
EWM
V94N
WHOLE
V280
NORTH OF V16
CONTACT APPROACH
CONTROL
118.7 307.0
Hueco Tanks
V280
V94
Mt. Franklin
Biggs AAF
V16N
V66N
EL PASO
INTL
ELP
Hueco
R
HANCH
V16-66-198
RIOWE
V16-222
VIRGO
180
EL
PASO
Stacks
V280
YSLETA
CUT-OFF HWY
TYLAN
Hueco Mtns
V66-198
Horizon City
FABAN
Ysleta
West Texas
SOUTH OF V16
CONTACT APPROACH
CONTROL
119.7 353.5
Ciudad
Juarez Intl
CJS
10 NM
6 MILES
TO MEXICO
15 NM
10
Fabens
USA
MEXICO
25 NM

SMOKE STACKS	8W
ANTHONY	16NW
POWER PLANT	11NW
HUECO MOUNTAINS	19E
HUECO TANKS	19NE
FABENS (VILLAGE)	21SE
YSLETA (VILLAGE) AND CUT-OFF	8SE
JUAREZ AIRPORT	9S
HORIZON CITY	11SE
NEWMAN	12N

LEGEND

▨	6000′ TO 10,000′ MSL
▨	6500′ TO 10,000′ MSL
▨	SURFACE TO 10,000′ MSL
⬅	SUGGESTED VFR ROUTES RUNWAYS 22, 26, 17, IN USE
⇦	SUGGESTED VFR ROUTES RUNWAYS 4, 8, 35, IN USE

29 NOV 1979

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni-directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

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Notices to Airmen

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April 3, 1980

VOICE RESPONSE SYSTEM
See page Special—1, 2

VORTEX ADVISORY SYSTEM
See page Special—3

NAR
See page Special—4, 5

UNICOM FREQ
See page Special—6

SIGHTSEEING NIAGARA FALLS
See page Special—7, 8

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

N.Y.

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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INFORMATION CURRENT AS OF MARCH 6, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

NO NOTICES THIS ISSUE

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

WINDOW ROCK ARPT: Rwy lights OTS. (2/80)

ARKANSAS

BENTON, SALINE COUNTY ARPT: Rwy lights rwy 18–36 OTS. (3/80)

LITTLE ROCK, ADAMS FLD ARPT: Rwy 4–22 CLSD 0525–1200 daily UFN. (3/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8–26 clsd UFN. (3/80)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

HAWTHORNE MUNI ARPT: LOC rwy 25 OTS thru Sep 30. (2/80)

RIALTO: VOR unusbl 280–300 byd 20 NM below 13000. (3/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

SOUTH LAKE TAHOE ARPT: Apch lights OTS. (3/80)

TEHACHAPI-KERN COUNTY ARPT: Thr rwy 29 dsplcd 563 ft. (3/80)

COLORADO

DENVER, STAPLETON INTL ARPT: LOC/DME OTS until May 1. (3/80)

FORT COLLINS LOVELAND MUNI ARPT: For rwy lights and REIL key 122.7 5 times. (3/80)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt.

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

NEW HAVEN, TWEED-NEW HAVEN ARPT: VOR "HVN" OTS thru Jun 15. (1/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

CRYSTAL RIVER, CRYSTAL RIVER-HOMOSASSA AIR TERMINAL ARPT: Rwy 9–27 clsd until Apr 1980. (1/80)
ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.
ORMOND BEACH: VOR "OMN" unusable 277–017 deg byd 90NM above 18000 until Apr 24. (2/80)
PENSACOLA REGIONAL ARPT: Rwy 7–25 clsd until Jul 1; VASI rwy 7–25 OTS. (2/80)
TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78) RAIL rwy 18 OTS. (9/77)
TAMPA INTL ARPT: Rwy 18R first 1100 ft clsd from 0600–1730 Mon-Sat. (2/80)

GEORGIA

MOULTRIE MUNI ARPT: For MIRL key 122.8 3 times in 5 sec for low; 5 times in 5 sec for med and 7 times in 5 sec for hi intst. (3/80)
PLAINS, PETERSON FLD ARPT: Arpt permanently clsd (3/80)
SYLVESTER ARPT: Arpt lights OTS indefinitely. (3/80)
THOMASVILLE MUNI ARPT: For rwy lights key freq 122.8 3 times in 5 sec for low; 5 times in 5 sec med; 7 times in 5 sec hi intst. (3/80)

IDAHO

NO NOTICES THIS ISSUE

ILLINOIS

CANTON: NDB OTS thru May 1. (3/80)
CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)
MONEE, SANGER ARPT: Rwy 9–27 2100 ft by 35 ft. (3/80)

INDIANA

CRAWFORDSVILLE: NDB will remain OTS until 1 May 1980. (3/80)
FRENCH LICK: NDB "FRH" OTS thru Apr 30. (1/80)

IOWA

ALGONA MUNI ARPT: Rwy 18–36 3000 ft by 165 ft. Thr rwy 18 dsplcd 350 ft. (3/80)
ATLANTIC: NDB "AIO" unmon. (10/79)
MUSCATINE MUNI ARPT: RWy 5–23 4802 ft by 100 ft. Thr rwy 23 dsplcd 800 ft. (3 N42–20) (20 N44–11) (20 Ltr HLC FSS)
FORT RILEY: VOR "FRI" OTS thru Aug 31. (2/80)

KENTUCKY

CAMBELLSVILLE, TAYLOR COUNTY ARPT: Rwy lights OTS thru Jun 1. (3/80)
HAWESVILLE, HANCOCK AIRFIELD: Thr rwy 15 dsplcd 108 ft; thr rwy 33 dsplcd 108 ft. (3/80)

LOUISIANA

LAFAYETTE REGIONAL ARPT: Rwy 1–19 clsd to ACR. (2/80)

MAINE

BIDDERFORD MUNI ARPT: UNICOM freq 123.0. (3/80)

MARYLAND

SALISBURY-WICOMICO COUNTY ARPT: Rwy 9–27 permly clsd. (1/80)

MASSACHUSETTS

AYER/FORT DEVENS/DICKINSON: NDB unusable 020–340 beyond 20 NM. (3/80)
BEVERLY MUNI ARPT: SDF OTS. (3/80)
FALL RIVER: Thr lights rwy 24 OTS. (1/80)
PALMER: NDB "PMX" OTS. (5/79)

MICHIGAN

CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)
GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18–36 clsd. (11/78)
SAWYER: VOR "SAW" unusbl 230–275/325–360 deg. (3/80)
SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

FERGUS FALLS: VOR "FFM" OTS. (3/80)
HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)
MINNEAPOLIS-ST PAUL INTL/WOLDCHAMBERLAIN ARPT: ILS rwy 4 GS unusbl MM inbound. (2/80)
MORRIS: VOR "MOX" oper unrestricted. (2/80)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 ft and S 600 ft rwy 4–22 OTS. (1/80)
HUB CITY ARPT: NDB "HHB" OTS thru Apr. 1. (2/80)
JACKSON: VOR "JAN" unusble 011–127 deg byd 80 NM 18000/above until Apr 24. (2/80)
MC COMB-PIKE COUNTY-JOHN E. LEWIS FLD ARPT: LOC rwy 15 OTS until Jun 30. (2/80)

MISSOURI

FESTUS: NDB OTS until June 15. (3/80)
JEFFERSON CITY MEML ARPT: Thr rwy 17 dsplcd 500 ft. (3/80)
JOPLIN MUNI ARPT: Rwy 17–35 clsd until March 20. (3/80)
ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17–35 OTS and rwy clsd thru Jul 1. (1/80)
SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

NO NOTICES THIS ISSUE

NEVADA

ELKO MUNI-J.C. HARRIS FLD ARPT: VASI rwy 23 unusable byd 4 nautical miles. (1/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80) Thr rwy 32 dsplcd 600 ft. (2/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd. (9/78)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79)

LINDEN ARPT: Rwy 18–36 clsd. (9/78)

PITMAN ARPT: Arpt clsd until April 1980. (3/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

LAS CRUCES-CRAWFORD ARPT: Rwy lights rwy 4–22 operate dusk-dawn; for step 2 key freq 122.8 5 times in 5 sec; step 3 7 times in 5 sec. (3/80)

LAS VEGAS ARPT: CTLZ hours 0600–2200 lcl daily until May 1. (3/80)

ROSWELL INDUSTRIAL AIR CENTER: Rwy 12 clsd to A/C; rwy 30 used for A/C lndgs only when crosswinds on other rwys exceed opnl limits; takeoffs unrstrd. (3/80)

SANTA FE MUNI ARPT: West 2300 ft rwy 10–28 clsd until May 1. (3/80)

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

PLATTSBURG, CLINTON COUNTY ARPT: For MALS rwy 1 key freq 122.7 3 times. (3/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80)

SCHENECTADY COUNTY ARPT: Rwy 04–22 North 2000 ft lights OTS. (3/80)

NORTH CAROLINA

GREENVILLE-PITT-GREENVILLE ARPT: Rwys 7–25 and 14–32 clsd until June 1. (1/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

MEDINA, FREEDOM FLD ARPT: UNICOM freq 122.7. (3/80)

MILLERSBURG HOLMES COUNTY ARPT: Unicom freq 123.0. (3/80)

YOUNGSTOWN MUNI ARPT: ILS GS rwy 14 unusbl below 1440 ft. (2/80)

OKLAHOMA

BUFFALO: NDB shutdown until July 1. (3/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only lights. (2/80)

OREGON

NORTH BEND EMIRE: NDB unusable 350–170 beyond 15 NM; 170–350 beyond 30 NM. (3/80)

REDMOND ARPT: Localizer shutdown MonFri 0730–1630 March 14 thru April 24. (3/80)

REDMOND ROBERTS FIELD ARPT: LOC rwy 22 shutdown Mon-Fri 0730–1630 lcl 14 Feb thru 24 March 1980. (3/80) 80 ft marked crane 1300 ft N of apch end rwy 4 3/14–4/24 Mon-Fri 0730–1600 PST. (3/80)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

NO NOTICES THIS ISSUE

SOUTH DAKOTA

ABERDEEN REGIONAL ARPT: ILS BC rwy 31 unusbl beyond 10 NM below 3500 ft. (2/80)

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

PULASKI, ABERNATHY FIELD: VASI rwy 15 OTS. (10/77)

SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TEXAS

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd to lndg. (1/80)

BIG SPRING ARPT: 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft; rwy 14–32 Rwy 14–32 day VFR only. (2/80)

CHILDRESS ARPT: CTLZ 0600–2200 until May 10. (2/80) VORTAC "CDS" unmon/voice OTS until May 20. (2/80)

DALHART MUNI ARPT: UNICOM freq 122.95. (2/80)

GUTHRIE: VORTAC "GTH" unmon/voice OTS until May 10. (2/80)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

LAMESA MUNI ARPT: Thr rwy 24 dsplcd days only. (1/80)

LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp High Intst. (9/79)

PORT O'CONNOR ARPT: Arpt clsd. (7/78)

TYLER, POUNDS FLD ARPT: Rwy 4–22 OTS UFN. (3/80)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

LOGAN: VOR "LGU" unusbl all quad/alt excp for use on published proc. (2/80)

SAINT GEORGE: VOR "OZN" unusbl 350–010 deg byd 15 NM below 12000 ft. (2/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)

DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)

EMPORIA MUNI ARPT: Rwy 15–33 clsd until Apr 30. (2/80)

FELKER: NDB "FAF" unmon 2300–0600. (2/80)

HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

LEWISBURG, GREENBRIER VALLEY ARPT: 1000 ft extension AER 4 under construction til Aug 1980. (2/80)

WISCONSIN

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)

MEDFORD TAYLOR COUNTY ARPT: Rwy 7–25 open ski only. (2/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd; rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)

WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N14759	BL-30	Cream/Gld
N18356	BE-36 Bonanza	Wht/Red
N1839E	Aeronca 7AC	
N19765	C-177B Cardina	Red/Wht
N2078J	Cessna T 188C	Wht/Brw/Blk
N2103K	Piper PA-44–18	White
N2126S	Cessna T-210L	Grn/Brw
N216VS	BE-65 Queenair	
N21698	PA-28	Wht/Blu
N2670R	C-182	Wht/Brw
N2722T	Cessna 210 Tur	
N2889F	Cessna 182J	Wht/Yel
N3592W	Piper PA-32 C	
N39542	Turbo Piper La	Wht/Org
N4378A	Piper Super Cu	Red/Wht
N5042A	Bellanca CH9	Yel/Wht
N5219Y	Piper Aztec	Tan/Org
N54076	Piper Aztec	Blu/Wht/Grn
N5665Y	Piper Aztec	Blu
N5717Y	Piper Aztec	Org
N611-JD	C337 Skymaster	Wht/Brw
N6565S	C150	Red
N732DA	C-210	Wht/Red/Blu
N732YG	Cessna 210	Wht/Brw
N9028Y	Piper Navajo P	Wht/Org
N9661R	Beech D-50 Tw	
N9711	Beech Twin	Wht/Grn

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES ***INDEX***

NO CHANGES THIS PUBLICATION

CA Modesto City Cnty A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/327 MARCH 6, 1980

EAST CENTRAL

ILLINOIS

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

FDC 9/1799 FI/T (SPI) CAPITAL, SPRINGFIELD IL. NDB RWY 4 AMDT 14 SI MDA 1100 FT/HAT 508 FT ALL CATS VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CATS A, B AND C MDA 1100 FT HAA 503 FT CAT D MDA 1180 FT/HAA 583 FT. RNAV RWY 4 AMDT 3 SI MDA 1060 FT/HAT 468 FT ALL CATS VIS CAT C RVR 4000. CIRCLING CAT A MDA 1060 FT/HAA 463 FT. PROC DATA NOTE CHANGE TO READ; HORIZONTAL DIST MDA TO MAP ON GS 1.35 NM. RADAR-1 AMDT 2 ASR SI RWY 4 MIN ALT AT 2 MI RADAR FIX 1060 FT.

FDC 9/2072 FI/T (CPS) BI-STATE PARKS, EAST ST LOUIS, IL. ILS RWY 30 ORIG MIN ALT ACORE INT/OM 2000 FT. MIN GS INTERCEPT ALT 2000 FT. GS ALT AT ACORE INT/OM 1997 FT MM 653 FT. GS ANGLE 2.85 DEG. TCH 41 FT. NDB RWY 30 AMDT 11 MIN ALT OCCAM INT 2000 FT.

INDIANA

FDC 0/116 FI/T (SBN) MICHIANA REGIONAL SOUTH BEND IN. VOR RWY 18 AMDT 3 SI MDA 1200 FT/HAT 423 FT ALL CATS VIS CAT C 11/4 MI.

FDC 0/141 FI/P (MZZ) MARION MUNI MARION IN. ILS RWY 4 ORIG CORRECT US GOVT CHART AL-5064 CHANGE RADIAL FM OKK VORTAC TO MILOS INT/OM TO READ R-120.

FDC 0/181 FI/P /EKM ELKHARD MUNI ELHART IN. VOR RWY 9 AMDT 1 CORRECT US GOVT CHART AL-5287 BY CHANGING MISSED APPROACH TO READ CLIMB TO 2500 VIA SBN R-100 TO SKEAT INT/ 20 DME AND HOLD E RIGHT TURNS 280 DEG INBOUND.

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

#FDC 0/264 FI/T (09G) MASON-JEWETT, MASON MI. IFR TAKEOFF AND DEPARTURE PROCEDURES. TAKEOFF MINS RWY 27 400–1. DEPARTURE PROCEDURES RWY 9 AND 27 CLIMB RWY HEADING TO 1400 FT BEFORE TURNING.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

FDC 9/1945 FI/T (MKG) MUSKEGON COUNTY, MUSKEGON MI. VOR-A (TAC) AMDT 14, VOR/DME RWY 5 AMDT 5, LOC BC RWY 14 AMDT 3, ILS RWY 32 AMDT 10, NDB RWY 32 AMDT 5, LOC RWY 23 AMDT 1 RADAR-1 AMDT 5 AND RNAV RWY 14 AMDT 4 CIRCLING MINS CAT D MDA 1220 FT/HAA 592 FT.

FDC 9/2187 FI/T /CAD/ WEXFORD COUNTY CADILLAC MI. NDB RWY 25 AMDT 1 SI RWY 25 AND CIRCLING MDAS 2020 FT/ HAT /HAA 715 FT ALL CATS. VIS SI RWY 25 AND CIRCLING CAT A B 1 MI. CAT C 2 MI. CAT D 2 1/4 MI.

OHIO

FDC 0/35 FI/T (YNG) YOUNGSTOWN MUNI, YOUNGSTOWN, OH. ILS RWY 14 AMDT ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 1/2 MI ALL CATS.

FDC 9/2049 FI/T (SGH) SPRINGFIELD MUNI, SPRINGFIELD, OH. NDB RWY 24 AMDT 10 DELETE TRML RTE MECAN INT TO CCJ NDB. VOR RWY 6 AMDT 3 AND VOR RWY 24 AMDT 3 DELETE MECAN INT TO SGH VOR.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

DELAWARE

#FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030–0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

#FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400–1.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

#FDC 0/308 FI/P (BGM) BROOME COUNTY BINGHAMTON NY. VOR RWY 10 AMDT 3 MISSED APPROACH CLIMBING LEFT TURN TO 3300 FEET DIRECT TO BGM VORTAC AND HOLD WEST LEFT TURNS 076 INBOUND. THIS IS AMDT 4.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

#FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

#FDC 0/310 FI/T (CHO) CHARLOTTESVILLEALBEMARLE, CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5 DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR ALL CATEGORY AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE.

#FDC 0/312 FI/T (ROA) ROANOKE MUNI WOODRUM, ROANOKE, VA. ILS RWY 33 AMDT 3 DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR ALL CATEGORY AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE.

#FDC 0/313 FI/T (ROA) ROANOKE MUNI/ WOODRUM, ROANOKE, VA. LDA RWY 5 AMDT 1 DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR ALL CATEGORY AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE.

#FDC 0/314 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. ILS RWY 5 AMDT 17 AND ILS RWY 23 AMDT 2 DUE TO EFFECTS OF SNOW ON GLIDE SLOPE MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR CATEGORY C AND D AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE.

FDC 8/1044 FI/T (LNP) LONESOME PINE WISE VA. NDB RWY 24 ORIG PROCEDURE NOT AUTHORIZED.

FDC 8/1860 FI/T (SHD) SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 2. GLIDE SLOPE UNUSABLE BELOW 1484 FT MSL. SI ILS RWY 4. DH 1484 FT HAT 301 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY, ALL CATS VIS INCREASED 1/2 MILE WHEN MALSR INOPERATIVE.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/656 FI/T (LVL) LAWRENCEVILLEBRUNSWICK MUNI LAWRENCEVILLE VA. VCR-A AMDT 3 PROC NA.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1987 FI/T (3I2) MASON COUNTY, POINT PLEASANT, WV. VOR/DME-A ORIG MISSED APPROACH POINT HNN R-344/ 9.7 DME.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

#FDC 0/246 FI/P MEA ON V13 BETWEEN WESFO INT, AR. TO RAZORBACK VORTAC /RZC/, AR. 3100 N-BOUND.

#FDC 0/284 FI/P (PGR) PARAGOULD MUNI PARAGOULD AR. RWY 5/23 RENUMBERED RWY 4/22. NDB RWY 5 AMDT 6 REDESIGNATED NDB RWY 4 AMDT 7.

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 0/228 FI/T/MLU/MONROE REGIONAL MONROE LA. RADAR-1 AMDT 1 ASR RWY 31 AND ASR RWY 35 MDA 480 FT/HAT 402 FT ALL CATS. VIS CAT C 1 1/4 MILE.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

FDC 9/2186 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/, NEW ORLEANS, LA. LOC BC RWY 19 AMDT 5 AND RADAR-1 ASR RWY 19 AMDT 10, SI RWY 19 MDA 400. IFR DEPARTURE PROCEDURE RWY 5 200 FT. CEILING AND VIS 1 MILE.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/190 FI/P /SVC/ SILVER CITYGRANT COUNTY SILVER CITY NM. NDB RWY 26 ORIG ADD NOTE: ACITVATE MALS RWY 26 122.8. THIS IS AMDT 1. LOC/DME RWY 26 ORIG ADD NOTE: ACTIVATE MALS RWY 26 122.8. ADD NOTE: INOPERATIVE RABLE DOES NOT APPLY TO DEMING NM. ALTIMETER SETTING FOR CAT C. THIS IS AMDT 1.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

#FDC 0/302 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 18 SI MDA 1700 FT/HAT 418 FT ALL CATS. INOPERATIVE TABLE APPLIES TO ALL CATS.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

FDC 9/2185 FI/T /OK33/ SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/129 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. NDB RWY 10 AMDT 7. SI MDA 3340 FT HAT 473 FT ALL CATS. ILS RWY 10 AMDT 10. SI LOC MDA 3280 FT HAT 413 FT ALL CATS. SI LOC VIS CAT A/B/C RVR 4000 FT. RADAR-1 AMDT 1. ASR RWY 10 MDA 3280 FT HAT 413 FT ALL CATS VIS CAT A/B/C RVR 4000 FT.

FDC 0/193 FI/T/CRP/CORPUS CHRISTI INTL CORPUS CHRISTI TX. ILS RWY 13 AMDT 18 SI-LOC MDA 400 FT/HAT 356 FT ALL CATS

FDC 0/195 FI/T/SLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LARADO TX ALSTG AND INCREASE ALL MDA 260 FT.

#FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 134 FT/HAA 531 CAT A/B/C.

#FDC 0/325 FI/T (ADS) ADDISON DALLAS, TX. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300–1.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/241 FI/T /ANB/ ANNISTONCALHOUN COUNTY, ANNISTON, AL. TAKEOFF MINIMUMS RWY 23 STANDARD. RWY 5, 900–1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT/NM TO 1600. IFR DEPARTURE PROCEDURES RWY 23. CLIMB WEST BOUND TO 3000 ON TDG VORTAC R-085 BEFORE TURNING SOUTH OR EAST BOUND. RWY 5, CLIMBING RIGHT TURN TO INTERCEPT TDG VORTAC R-085, CLIMB EAST BOUND TO 3000 BEFORE PROCEEDING ON COURSE.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FLORIDA

FDC 0/109 FI/T (FMY) PAGE FIELD, FORT MYERS, FL. TAKEOFF MINIMUMS RWY 23 STANDAND.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14–32 5000 FT VICE 2300 FT.

FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

#FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

#FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210–300, 2600; 300–210, 1700.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200–1.

#FDC 0/253 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 2 AND VOR/DME RWY 36 AMDT 3 NA.

#FDC 0/263 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA GA. IFR DEPARTURE PROCEDURE RWY 27L CLIMB RWY HEADING TO 1300 FT BEFORE TURNING. RWY 27R CLIMB RWY HEADING TO 1300 FT BEFORE TURNING RIGHT. RWY 26 CLIMB RWY HEADING TO 1300 FT BEFORE TURNING LEFT.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C; RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS, CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A,B,C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR.

FDC 9/1478 FI/T (CVG) GREATER CINCINNATI, COVINGTON, KY. ILS 18 AMDT 11 MISSED APCH CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND. DELETE PROC DATA NOTE AUTOPILOT COUPLED APCHS NA BELOW 1565 FT MSL. NDB RWY 18 AMDT 11 AND RADAR-1 AMDT 18 MISSED APCH RWY 18 CLIMB TO 2200 DIRECT CV LOM AND HOLD SOUTH RIGHT TURNS 002 DEGREES INBOUND.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200–1 REQUIRED.

FDC 9/2089 FI/T (CVG GREATER CINCINNATI INTL COVINGTON KY. ILS RWY 9R AMDT 7 CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 9R AMDT 6 SI 9R MDA 1380 FT/HAT 509 FT ALL CATS. VIS SI 9R CAT C 1 MI. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 18 AMDT 11 SI LOC 18 MDA 1220 FT/HAT 347 FT ALL CATS. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. NDB RWY 18 AMDT 11 SI 18 MDA 1380 FT/HAT 507 FT ALL CATS. CIRCLING CAT A/B/C MDA 1380 FT/HAA 489 FT. ILS RWY 36 AMDT 27 SI LOC 36 MDA 1320 FT/ HAT 470 FT ALL CATS. VIS SI LOC 36 CAT C RVR 4000 FT CAT D RVR 5000 FT. CIRCLING CAT A MDA 1340 FT/HAA 449 FT CAT B MDA 1360 FT/ HAA 469 FT CAT C MDA 1380 FT/ HAA 489 FT. NDB RWY 36 AMDT 25 SI 36 MDA 1400 FT/HAT 550 FT ALL CATS. VIS SI 36 CAT D 1 1/2 MI. CIRCLING CAT A/B/C MDA 1400 FT/ HAA 509 FT. ILS RWY 27L AMDT 5 CIRCLING CAT A MDA 1340 FT/ HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT. RADAR-1 AMDT 18 SI 9R MDA 1260 FT/ HAT 389 FT ALL CATS. SI 18 MDA 1260 FT/HAT 387 FT ALL CATS SI 27L MDA 1280 FT/HAT 405 FT ALL CATS. SI 36 MDA 1320 FT/HAT 470 FT ALL CATS. CIRCLING CAT A MDA 1340/HAA 449 FT CAT B MDA 1360 FT/HAA 469 FT CAT C MDA 1380 FT/HAA 489 FT.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 9/2162 FI/T (6M5) HANCOCK AIRFIELD HAWESVILLE KY. NDB-A AMDT 1 CIRCLING MDA 1180 FT/HAA 780 FT ALL CATS. VIS 11/2 MI CAT B 21/4 MI CAT C AND 21/2 MI CAT D.

FDC 9/2163 FI/T (2I0) MADISONVILLE MUNI MADISONVILLE KY. VOR RWY 23 AMDT 5 SI RWY 23 MDA 840 FT/HAT 402 FT CAT A/B/C. CAT D NA. VIS 1 MI CAT A/B/C. CIRCLING MDA CAT A 880FT/HAA 442 FT CAT B/C MDA 900FT/ HAA 462 FT CAT D NA. VIS 1 MI CAT A/B. 11/2 MI CAT C. PROC DATA NOTE CHG TO READ OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.8. WHEN NOT AVAILABLE USE EVANSVILLE INDIANA ALTIMETER SETTING AND INCREASE ALL MDAS 180FT.

MISSISSIPPI

#FDC 0/277 FI/T (MMS) SELFS MARKS MS. NDB-A ORIG NA.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5,8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

TENNESSEE

FDC 0/108 FI/T (MQY) SMYRNA, SMYRNA, TN. NDB RWY 32 AMDT 2 MINIMUM ALT OVER SWZ NDB 1800 FT.

FDC 0/145 FI/T (MEM) MEMPHIS INTERNATIONAL MEMPHIS TN. ILS RWY 17L AMDT 4 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/175 FI/T /CHA/ LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 2 AMDT 1 SILS-2 AND S-LOC-2 CATS A, B, C INOPERATIVE TABLE DOES NOT APPLY TO MALSR. WHEN INOPERATIVE S-LOC-2 CAT "C" INCREASE 1/4 MILE.

FDC 0/176 FI/T /CKV/ OUTLAW FIELD, CLARKSVILLE, TN. NDB RWY 16, AMDT 2 FAF TO THR DISTANCE 6.4 NM.

FDC 0/217 FI/T/CHA/LOVELL FIELD, CHATTANOOGA, TN. DEPARTURE PROCEDURES/ TAKEOFF MINIMUMS. TAKEOFF MINIMUMS RWY 2/20 STANDARD. RWY 14, 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230 FT PER NM TO 1700. RWY 32, 500–1. FAR 135 AUTH RWY 20 RVR 1800, RWY 2 RVR 5000. IFR DEPARTURE PROCEDURE RWYS 2, 14 AND 20 CLIMB RWY HEADING TO 1700 BEFORE TURNING. RWY 32 CLIMBING RIGHT TURN TO 2300 ON HEADING 020 THEN PROCEED ON COURSE. THIS iS AMDT 5.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

FDC 9/2004 FI/T (FYM) FAYETTEVILLE MUNI, FAYETTEVILLE TN. NDB RWY 1 AMDT 3 NA.

FDC 9/2119 FI/T (CHA) LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS RWY 14 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230/NM TO 1700.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/143 FI/T (CIC) CHICO MUNI CHICO CA. NDB RWY 13L ORIG SI MDA 780 FT/HAT 542 FT ALL CATS. SI VIS 1 MILE CAT A/B 11/2 MILE CAT C 13/4 MILE CAT D. CIRCLING MDA 780 FT/HAA 542 FT CAT A/B/C.

FDC 0/167 FI/T SANTA YNEX CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/186 FI/P /HHR/ HAWTHORNE MUNI HAWTHORNE CA. LOC RWY 25 AMDT 3 DELETE TERMINAL ROUTE ELMOO INT/IAF/TO WELLZ INT. THIS AMDT 4.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/218 FI/T /MCE/MERCED MUNI MERCED CA. DEPARTURE PROCEDURES/ TAKEOFF MINIMUMS. TAKEOFF MINIMUMS RWY 12 STANDARD. RWY 30 STANDARDS/1/2 MILE AUTHORIZED FAR 135.

#FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15–33 – 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

UTAH

FDC 0/222 FI/P/CNY/CANYONLANDS FIELD MOAB UT. VOR/DME RWY 33 ORIG AND VOR-A AMDT 5. ADD PROCEDURAL DATA NOTE: ACTIVATE MIRL RWY 15/33 122.8. THIS IS VOR/DME RWY 33 AMDT 1 VOR-A AMDT 6.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000–360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/182 FI/P /SOY/ SIOUX CENTER MUNI SIOUX CENTER IA. RWY 18/36 REDESIGNATED RWY 17/35. NDB RWY 18 ORIG REDESIGNATED NDB RWY 17 ADMT 1.

# FDC 0/250 FI/P (BRL) BURLINGTON MUNI BURLINGTON IA. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF MINIMUMS RWY 12/18/30/36 STANDARD. FAR 135 AUTHORIZATIONS RWY 36 1/2 MI AMDT ORIG.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC0/192 fI/P /KCK/ FAIRFAX MUNI KANSAS CITY KS. LOC-E ORIG MISSED APPROACH POINT 5.0 MI AFTER PASSING KEMPE INT/MKC 13.6 DME/RADAR/OR AT MKC 8.6 DME. DISTANCE FAF TO MAP 5.0 MI. THIS IS LOC-E AMDT 1.

# FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/105 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS MN. ILS RWY 31 AMDT 6 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 0/227 FI/T/MSP/MINNEAPOLIS-ST PAUL INTERNATIONAL WOLD-CHAMBERLAIN/ MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS. VIS CAT D 1 1/2 MI. CIRCLING MDA 1360 FT/ HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4, ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. NDB RWY 29L AMDT 21 SI MDA 1440 FT/HAT 618 FT ALL CATS VIS CAT C RVR 6000 FT. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. NDB RWY 29R AMDT 9 SI MDA 1440 FT/HAT 617 FT ALL CATS VIS CAT C 1 3/4 MI. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC MDA 1380 FT/HAT 557 FT ALL CATS. CIRCLING MDA 1380 FT/ HAA 539 FT CATS A B C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

FDC 9/2139 FI/T (HIB) CHISHOLDHIBBING HIBBING MN. TKOF MINS RWYS 4 22 31 STANDARD RWY 13 200–1 OR STANDARD WITH MIN CLIMB OF 267 FT/NM TO 1500 FT/668 PER MINUTE AT 150 K, 890 FT PER MINUTE AT 200 K/.

MISSOURI

FDC 0/133 FI/P (DMO) SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 3 AND NDB RWY 36 AMDT 4. ADD NOTE. ACTIVATE LIRL RWY 18/36 122.8. THIS IS NDB RWY 18 AMDT 4 AND NDB RWY 36 AMDT 5.

FDC 0/139 FI/T (94K) CASSVILLE MUNI, CASSVILLE MO. VOR RWY 8 ORIG. DELETE PROCEDURAL DATA/NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD PROCEDURAL DATA/NOTE ACTIVATE MIRL RWY 8 – 123.0.

FDC 0/223 FI/T/TBN?FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 1 LOC RWY 14 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14–118.

# FDC 0/262 FI/P (STL) LAMBERT ST LOUIS INTERNATIONAL ST LOUIS MO. ILS RWY 12R AMDT 14. CORRECT U.S. GOVT CHART AL-360 BY CHANGING DISTANCE IN PROFILE TO – DRAWG INT TO NARIN INT 3.5 NM /NAIRN INT TO LM LOM 5.0 NM.

#FDC 0/266 FI/P (MAW) MALDEN MUNI, MALDEN MO. VOR RWY 31 AMDT 7. CORRECT US GOVT CHART /AL878/ MIN ALT FAF 1600 FT.

#FDC 0/267 FI/T (TRX) TRENTON MUNI TRENTON MO. NDB RWY 17 AMDT 3 NDB RWY 35 AMDT 5 USE KIRKSVILLE, MO. ALSTG AND INCREASE ALL MDA 180 FT. WHEN KIRKSVILLE, MO. ALSTG NOT AVAILABLE PROC NA.

#FDC 0/289 FI/T (BUM) BUTLER MEMORIAL BUTLER MO. VOR-A AMDT 3 PROC NA.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 9/665 FI/T (BFF) SCOTTS BLUFF COUNTY SCOTTSBLUFF NE. VOR/DME RWY 5 ORIGINAL MIN ALT CUSHY 10 DME (FAF) 5800 FT. TERMINAL ROUTE 17 DME ARC TO CUSHY 10 DME ALT 5800 FT. STRAIGHT IN MINS NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

#FDC 0/258 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG US ARMY MINIMUM ALT RAP NDB /FAF/ 4600 FT. MDA ALL CATS 4080 FT. HAA 898 FT. VIS CAT B 1 1/4 MI CAT C 2 3/4 MI CAT D 3 MI. ALTERNATE MINIMUM 1300–3.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

WASHINGTON

FDC 0/110 FI/T /BFI/ BOEING FIELD/ KING COUNTY INTERNATIONAL, SEATTLE, WA. ILS RWY 13R AMDT 20; LOC BC RWY 31L AMDT 8. DME UNUSABLE.

#FDC 0/324 FI/P (GEG) SPOKANE INTERNATIONAL SPOKANE, WA. LOC RWY 3 AMDT 3. CORRECT US GOVT CHART/ AL-403 PROCEDURE TURN SOUTH SIDE OF CRS 205 OUTBOUND 4000 FT WITHIN 10 MI OF GEG VORTAC.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/79 FI/P (ADQ) KODIAK KODIAK AK. ILS DME-1 RWY 25 ORIG SI LOC RWY 25 AND CIRCLING RWYS 28/36 CAT D VIS 21/4 MILES. THIS IS ILS/DME-1 RWY 25 AMDT 1.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/114 CORRECTION TO US GOVERNMENT ENROUTE LOW ALTITUDE CHART L-23 PANEL C EFFECTIVE 24 JAN 1980. REVISE RESTRICTED AREA NOTE R5502A TO INCLUDE R5502B 1300-2200Z DAYLIGHT SAVING TIME TUESDAY-THURSDAY.

#FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

#FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE_DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461-1659
Lancaster	(614) 654-5457
Marion	(614) 382-1777
Mansfield	(419) 525-2955
Newark	(614) 345-1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S— "HELLO", Current Greenwich Time is 1831.
S— "Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S— "PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S— "INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S— "Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S— reads hourlys for PIT and ILG
S— "Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S— reads forecasts for PIT and ILG
S— "Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S— "How many hours from now; maximum is 30?"
P—6; # #
S— "Six"
S— "At what altitude?"
P—85; # # (or 8500; # #)
S— "eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the Graphic Notices and Supplemental Data dated January 1980:

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

UNICOM FREQUENCIES AT
UNCONTROLLED AIRPORTS

At the present time there are three UNICOM frequencies, 122.7, 122.8 and 123.0 available for assignment to uncontrolled airports. In the past, no attempt has been made to assign these frequencies in such a way as to reduce frequency congestion between adjacent airports. To reduce frequency congestion, a frequency assignment plan has been developed for 15 areas of the country which have a high concentration of uncontrolled airports. Specifically, these areas are: New York/New Jersey, Washington, D.C./Maryland/Virginia, Atlanta, Chicago/Milwaukee, Cleveland, Los Angeles, Denver, Cincinnati/Dayton/Columbus, Seattle, Detroit/Toledo, Indianapolis, Houston, Dallas/Fort Worth, Pittsburgh and Boston. The FCC has requested a significant number of UNICOM operators located in the above areas to change frequencies in accordance with the plan.

Over the next 6 to 12 months there will be numerous UNICOM frequency changes. During this transition period directory/supplements or appropriate charts may not accurately reflect UNICOM frequency assignments at uncontrolled airports. Pilots destined for one of the areas noted above are urged to verify the UNICOM frequency in use during preflight briefings or with the FSS associated with the airport destination.

SPECIAL NOTICE

Recommended VFR Flight Procedures in the "Niagara Scenic Falls" Area.

Due to the high concentration of Sightseeing Flights in the Niagara Falls Area and in the interest of Flight safety, the following procedures are recommended:

(1) A RIGHT HAND CIRCUIT PATTERN WITH NORTH END RIGHT TURN AREA, SOUTH OF THE RAILRAOD BRIDGE ACROSS THE NIAGARA GORGE - AND SOUTHERN RIGHT TURN AREA NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA RIVER).

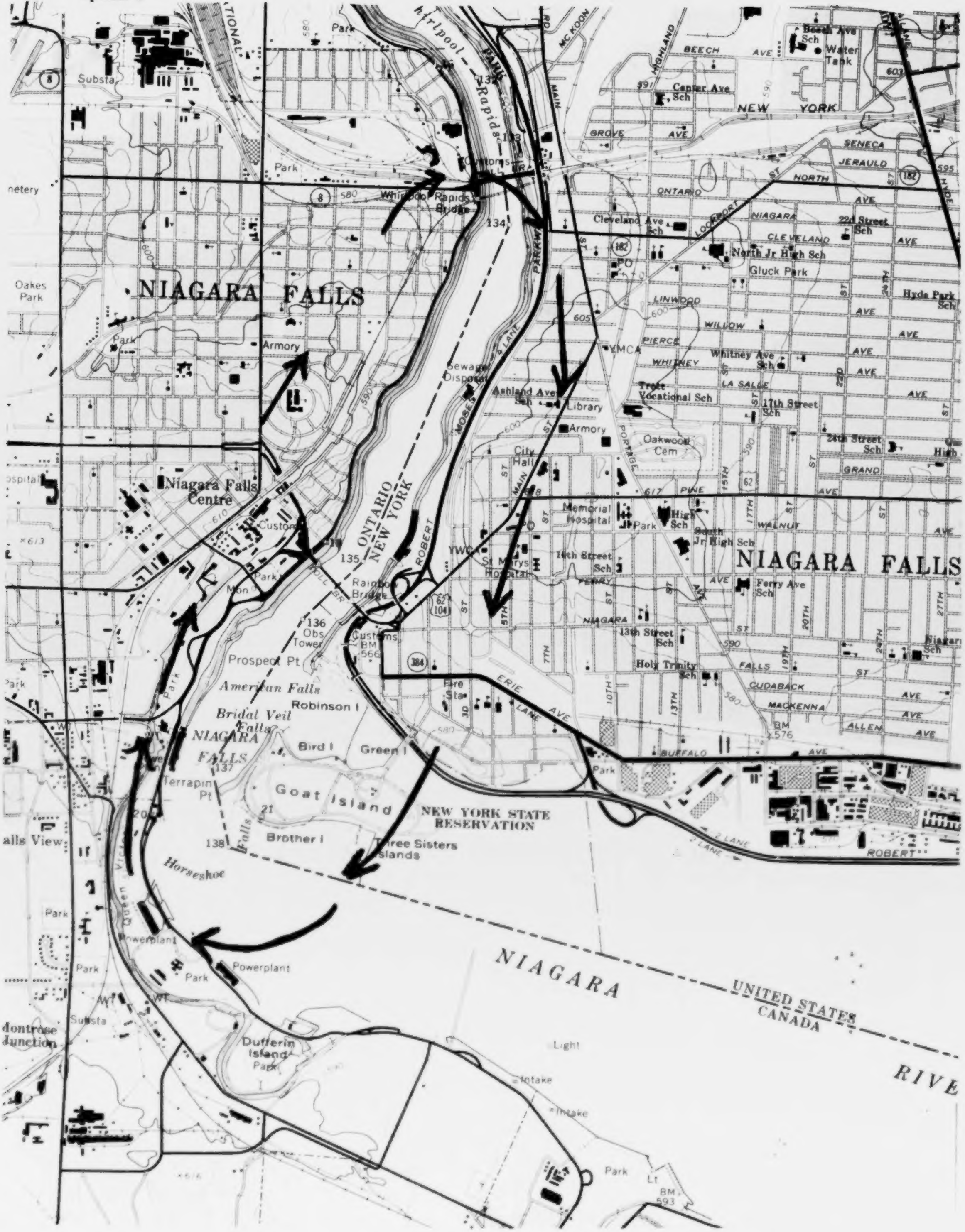
(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY: I.E. NORTHBOUND OR SOUTHBOUND, AND MONITOR THE FREQUENCY WHILE IN THE PATTERN.

(3) IT IS RECOMMENDED THAT (a) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL. (b) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL. (c) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS.+, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

IMPORTANT NOTE

OBTAIN CURRENT ALTIMETER SETTING PRIOR TO JOINING THE PATTERN THROUGH EITHER NIAGARA FALLS TOWER FREQ. 118.5 MHZ, OR ST. CATHARINES TOWER FREQ. 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN "THE WHIRLPOOL" AND "HORSESHOE FALLS" ARE EXTREMELY NOISE SENSITIVE. MAINTAIN AT LEAST 2200 FT. ASL OVER THIS AREA PRIOR TO JOINING THE PATTERN.


NIAGARA FALLS
NIAGARA FALLS
Niagara Falls Centre
Whirlpool Rapids
Whirlpool Rapids Bridge
Customs
Rainbow Bridge
Obs Tower
Prospect Pt
American Falls
Bridal Veil Falls
Robinson I
Bird I
Green I
Goat Island
NEW YORK STATE RESERVATION
Brother I
Three Sisters Islands
Horseshoe
NIAGARA FALLS
Terrapin Pt
ONTARIO
NEW YORK
NIAGARA
RIVER
UNITED STATES
CANADA
Dufferin Island Park
Powerplant
Powerplant
Light
Intake
Intake
Armory
Oakes Park
Falls View
Montrose Junction
Substa
City Hall
Library
Armory
YMCA
YWCA
St Marys Hospital
Memorial Hospital
Oakwood Cem
Gluck Park
Park
Hyde Park Sch
ONTARIO
NIAGARA
CLEVELAND
LINWOOD
WILLOW
PIERCE
WHITNEY
LA SALLE
PINE
WALNUT
FERRY
FALLS
CUDABACK
MACKENNA
ALLEN
BUFFALO
ERIE AVE
NEW YORK
BEECH AVE
GROVE AVE
SENECA
JERAULD
PORTAGE
LOCKPORT
MAIN
ROBERT MOSES PARKWAY
Center Ave Sch
Beech Ave Sch
Water Tank
Cleveland Ave Sch
North Jr High Sch
22d Street Sch
Whitney Ave Sch
Ashland Ave Sch
Trott Vocational Sch
17th Street Sch
24th Street Sch
High Sch
South Jr High Sch
10th Street Sch
Ferry Ave Sch
13th Street Sch
Holy Trinity Sch
Fire Sta
132
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BM 566
BM 576
BM 593

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni-directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

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Notices To Airmen (Class II)

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CLASS TWO NOTAMS

Notices to Airmen

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ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

INFORMATION CURRENT AS OF MARCH 20, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

TROY MUNI ARPT: Rwy 14–32 clsd UFN. (4/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

CASA GRANDE MUNI ARPT: UNICOM freq 122.7. (4/80)

WINDOW ROCK ARPT: Rwy lights OTS. (2/80)

ARKANSAS

BENTON, SALINE COUNTY ARPT: Rwy lights rwy 18–36 OTS. (3/80)

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS UFN. (4/80)

LITTLE ROCK, ADAMS FLD ARPT: Rwy 4–22 CLSD 0525–1200 daily UFN. (3/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8–26 clsd UFN. (3/80)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

CRESCENT CITY, JACK MCNAMARA FLD ARPT: UNICOM freq 122.8. (4/80)

HAWTHORNE MUNI ARPT: LOC rwy 25 OTS thru Sep 30. (2/80)

ORLAND, HAIGH FLD ARPT: Thr rwy 15 dsplcd 325 ft. (4/80)

RIALTO: VOR unusbl 280–300 byd 20 NM below 13000. (3/80)

RIO VISTA MUNI ARPT: Thr rwy 25 dsplcd 254 ft; thr rwy 7 dsplcd 60 ft. (4/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

STOCKTON METRO ARPT: Unlighted and unmarked 200 ft crane 3000 ft NW of arpt in line with apch/dep rwy 11R/L until June 1, 1981. (4/80)

SOUTH LAKE TAHOE ARPT: Apch lights OTS permly. (3/80)

TEHACHAPI-KERN COUNTY ARPT: Thr rwy 29 dsplcd 563 ft. (3/80)

COLORADO

DENVER, STAPLETON INTL ARPT: LOC/DME OTS until May 1. (3/80)

FORT COLLINS LOVELAND MUNI ARPT: For rwy lights and REIL key 122.7 5 times. (3/80)

GUNNISON COUNTY ARPT: Thr rwy 35 dsplcd 200 ft. (4/80)

CONNECTICUT

BRADLEY INTL ARPT: The VICON System is operational for test and evaluation. VICON is not a control system. It is to be used only for confirmation of the voice takeoff clearance. Pilots should not taxi or takeoff upon seeing the green light from the VICON System without having received and understood the verbal takeoff clearance from the control tower. Additional information on the VICON System is contained in the publication Graphic Notices and Supplemental Data, Area Advisories Section, under Connecticut, Bradley Intl Arpt.

MARLBOROUGH, LESNEWSKI FLD: Arpt closed. (5/78)

NEW HAVEN, TWEED-NEW HAVEN ARPT: VOR "HVN" OTS thru Jun 15. (1/80)

WINDSOR LOCKS BRADLEY INTL ARPT: Rotating beacon OTS until June 1. (4/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

DAYTONA BEACH REGIONAL ARPT: Glide slope shutdown Mar 21 thru May 1. (4/80)

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. MALS remains in service. (4/80)

MIAMI, TAMIAMI ARPT: Men, equip. and cranes working first 2000 ft south side rwy 9R until July 7. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.

ORMOND BEACH: VOR "OMN" unusable 277-017 deg byd 90NM above 18000 until Apr 24. (2/80)

PENSACOLA REGIONAL ARPT: Rwy 7-25 clsd until Jul 1; VASI rwy 7-25 OTS. (2/80)

ST PETERSBURG, ALBERT WHITTED ARPT: Crane 300 ft AGL .3 West thr rwy 6 until Oct 1. Thr rwy 24 dsplcd 1300 ft until Oct 1. (4/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9-27. (10/78) RAIL rwy 18 OTS. (9/77)

TAMPA INTL ARPT: Rwy 18R first 1100 ft clsd from 0600-1730 Mon-Sat. (2/80)

GEORGIA

CALHOUN, TOM B. DAVIS FLD ARPT: UNICOM freq 122.8. (4/80)

CARROLLTOWN WEST GEORGIA REGIONAL ARPT: UNICOM freq 122.8. (4/80)

CORNELIA, HABERSHAM COUNTY ARPT: UNICOM freq 122.8. (4/80)

COVINGTON MUNI ARPT: UNICOM freq 122.8. (4/80)

GRIFFIN_SPALDING COUNTY ARPT: UNICOM freq 122.8. (4/80)

LA GRANGE CALLAWAY ARPT: UNICOM freq 122.8. (4/80)

MOULTRIE MUNI ARPT: For MIRL key 122.8 3 times in 5 sec for low; 5 times in 5 sec for med and 7 times in 5 sec for hi intst. (3/80)

NEWMAN-COWETA ARPT: UNICOM freq 122.8. (4/80)

PEACHTREE CITY, FALCON FLD ARPT: UNICOM freq 122.8. (4/80)

PLAINS, PETERSON FLD ARPT: Arpt permanently clsd (3/80)

ROME, RICHARD B. RUSSELL ARPT: UNICOM freq 122.8. (4/80)

SYLVESTER ARPT: Arpt lights OTS indefinitely. (3/80)

THOMASVILLE MUNI ARPT: For rwy lights key freq 122.8 3 times in 5 sec for low; 5 times in 5 sec med; 7 times in 5 sec hi intst. (3/80)

IDAHO

COEUR D'ALENE POST FALLS: NDB unusbl 070-130 beyond 25 NM below 12000. (4/80)

ILLINOIS

CANTON: NDB OTS thru May 1. (3/80)

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)

LITCHFIELD ARPT: NDB OTS. (4/80)

MONEE, SANGER ARPT: Rwy 9-27 2100 ft by 35 ft. (3/80)

INDIANA

CRAWFORDSVILLE: NDB will remain OTS until 1 May 1980. (3/80)

FRENCH LICK: NDB "FRH" OTS thru Apr 30. (1/80)

IOWA

ALGONA MUNI ARPT: Rwy 18-36 3000 ft by 165 ft. Thr rwy 18 dsplcd 350 ft. (3/80)

ATLANTIC: NDB "AIO" unmon. (10/79)

CLINTON CTLZ hours 0600-2200 lcl wkdays and 1130-2200 lcl Sunday. (4/80)

MUSCATINE MUNI ARPT: Rwy 5-23 4802 ft by 100 ft. Thr rwy 23 dsplcd 800 ft.

KANSAS

FORT RILEY: VOR "FRI" OTS thru Aug 31. (4/80)

PHILLIPSBURG MUNI ARPT: RWy 2-20 clsd until Apr 1. (3/80)

STOCKTON MUNI ARPT: Arpt clsd nights until May 1. (3/80)

WICHITA MID-CONTINENT ARPT: Rwy 1L-19R and parrallel twy clsd for indefinite period. (3/80)

FORT RILEY: VOR "FRI" OTS thru Aug 31. (2/80)

KENTUCKY

CAMBELLSVILLE, TAYLOR COUNTY ARPT: Rwy lights OTS thru Jun 1. (3/80)

HAWESVILLE, HANCOCK AIRFIELD: Thr rwy 15 dsplcd 108 ft; thr rwy 33 dsplcd 108 ft. (3/80)

LOUISVILLE, STANDIFORD FLD ARPT: UNICOM freq 122.95. (4/80)

LOUISIANA

LAFAYETTE REGIONAL ARPT: Rwy 1-19 clsd to ACR. (2/80)

NEW ORLEANS INTL/MOISANT FLD ARPT: Rwys 1-19 and 5-23 clsd until May 15. East 300 ft rwy 10-28 clsd until May 15. (4/80)

MAINE

AUGUSTA STATE ARPT: Rwy lights rwy 8/26 OTS. (4/80)

BIDDERFORD MUNI ARPT: UNICOM freq 123.0. Thr lights rwy 6-24 OTS UFN. (4/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1-19 cmsn delayed rwy unsafe. (4/80)

SALISBURY-WICOMICO COUNTY ARPT: Rwy 9-27 permly clsd. (1/80)

MASSACHUSETTS

AYER/FORT DEVENS/DICKINSON: NDB unusable 020-340 beyond 20 NM. (3/80)

BEVERLY MUNI ARPT: SDF OTS. (3/80)

FALL RIVER: Thr lights rwy 24 OTS. (1/80)

NEW BEDORD MUNI ARPT: RVV OTS. (4/80)

PALMER: NDB "PMX" OTS. (5/79)

MICHIGAN

CAPITAL CITY ARPT: Rwy 9L-27R clsd nights. (10/79)

DETROIT CITY ARPT: LOC rwy 15 shutdown until April 24. (4/80)

ESCANABA: CTLZ hours 0700-2300 lcl daily. (4/80)

GAYLORD, OTSEGO COUNTY ARPT: N 500 ft rwy 18-36 clsd. (11/78)

LAPEER, DUPONT-LAPEER ARPT: UNICOM freq 123.0. (4/80)

SAWYER: VOR "SAW" unusbl 230-275/325-360 deg. (3/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

FERGUS FALLS: VOR "FFM" OTS. (3/80)

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS-ST PAUL INTL/WOLDCHAMBERLAIN ARPT: ILS rwy 4 GS unusbl MM inbound. (2/80)

MORRIS: VOR "MOX" oper unrestricted. (2/80)

MISSISSIPPI

BROOKHAVEN-LINCOLN COUNTY ARPT: Rwy lights N 300 ft and S 600 ft rwy 4-22 OTS. (1/80)

GREENWOOD-LE FLORE ARPT: Rwy lights rwy 5-23 OTS. (4/80)

JACKSON: VOR "JAN" unusble 011-127 deg byd 80 NM 18000/above until Apr 24. (2/80)

MISSOURI

FESTUS: NDB OTS until June 15. (3/80)

JEFFERSON CITY MEML ARPT: Thr rwy 17 dsplcd 500 ft. (3/80)

ST CHARLES COUNTY ARPT: ATCT 0900-1700 weekend. (4/80)

ST LOUIS,LAMBERT-ST LOUIS INTL ARPT: Rwy lights 17-35 OTS and rwy clsd thru Jul 1. (1/80)

SPRINGFIELD REGIONAL ARPT: ILS GS rwy 1 coupled apch unusbl below 1930 ft. (10/79)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

COLUMBUS: VOR unusbl 000-010; 038-054; 170-190 until 4/18. (4/80)

NEVADA

ELKO MUNI-J.C. HARRIS FLD ARPT: VASI rwy 23 unusable byd 4 nautical miles. (1/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 OTS. (1/80) Thr rwy 32 dsplcd 600 ft. (2/80)

ROCHESTER, SKYHAVEN ARPT: UNICOM freq 122.7. (4/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd.

CALDWELL,ESSEX COUNTY ARPT: Rwy 9-27 clsd. (8/79)

LINDEN ARPT: Rwy 18-36 clsd. (9/78)

ROBBINSVILLE TRENTON-ROBBINSVILLE ARPT: UNICOM freq 123.0. (4/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

LAS CRUCES-CRAWFORD ARPT: Rwy lights rwy 4-22 operate dusk-dawn; for step 2 key freq 122.8 5 times in 5 sec; step 3 7 times in 5 sec. (3/80)

LAS VEGAS ARPT: CTLZ hours 0600-2200 lcl daily until May 1. (3/80)

ROSWELL INDUSTRIAL AIR CENTER: Rwy 12 clsd to A/C; rwy 30 used for A/C lndgs only when crosswinds on other rwys exceed opnl limits; takeoffs unrstrd. (3/80)

SANTA FE MUNI ARPT: West 2300 ft rwy 10-28 clsd until May 1. (3/80)

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: Rwy 19 SSALR OTS until Nov. 1. (4/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

PLATTSBURG, CLINTON COUNTY ARPT: For MALS rwy 1 key freq 122.7 3 times. (3/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80)

SCHENECTADY COUNTY ARPT: Rwy 04-22 North 2000 ft lights OTS. (3/80)

NORTH CAROLINA

ASHEVILLE MUNI ARPT: UNICOM freq 122.95. (4/80)

FORT BRAGG: Simons VOR shutdown until Apr 30. (4/80)

GREENVILLE-PITT-GREENVILLE ARPT: Rwys 7–25 and 14–32 clsd until June 1. (1/80)

SANFORD_LEE COUNTY BRICK FLD: Thr rwy 3 dsplcd 500 ft; MAEW on or near rwy until June 16. (4/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

MEDINA, FREEDOM FLD ARPT: UNICOM freq 122.7. (3/80)

MIDDLETOWN, HOOK FLD: UNICOM freq 123.0. (4/80)

MILLERSBURG HOLMES COUNTY ARPT: Unicom freq 123.0. (3/80)

TOLEDO EXPRESS ARPT: ALSF rwy 7 OTS Apr 15 thru June 9. (4/80)

YOUNGSTOWN MUNI ARPT: ILS GS rwy 14 unusbl below 1440 ft. (2/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8–26 OTS UFN. (4/80)

BUFFALO: NDB shutdown until July 1. (3/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

NORTH BEND EMIRE: NDB unusable 350–170 beyond 15 NM; 170–350 beyond 30 NM. (3/80)

REDMOND ARPT: Localizer shutdown Mon-Fri 0730–1630 March 14 thru April 24. (3/80)

REDMOND ROBERTS FIELD ARPT: LOC shutdown Mon-Fri 0730–1630 Apr 28 thru June 8 1980. (3/80) 80 ft marked crane 1300 ft N of apch end rwy 4 3/14–4/24 Mon-Fri 0730–1600 PST. (3/80)

PENNSYLVANIA

ALLENTOWN-BETHLEHEM-EASTON ARPT: Rwy 13–31 5797 ft by 150 ft. (4/80)

COATSVILLE, CHESTER COUNTY G.O. CARLSON ARPT: UNICOM freq 122.7. (4/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18–36 OTS. (4/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

CHESTER MUNI ARPT: Rwy 17–35 CLSD UFN. (4/80)

FLORENCE CITY COUNTY ARPT: ILS OM shutdown until Apr 15. (4/80)

NO NOTICES THIS ISSUE

SOUTH DAKOTA

ABERDEEN REGIONAL ARPT: ILS BC rwy 31 unusbl beyond 10 NM below 3500 ft. (2/80)

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

JACKSON, MCKELLAR FLD ARPT: Arpt clsd to Cert Air Carrier 2200–0730 excp with PPR. (4/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TEXAS

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)

BIG SPRING ARPT: Rwy 14–32 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft. Rwy 14–32 day VFR only. (2/80)

CHILDRESS ARPT: CTLZ 0600–2200 until May 10. (2/80) VORTAC "CDS" unmon/voice OTS until May 20. (2/80)

COLUMBUS ARPT: Rwy 13–31 rwy lights OTS UFN. (4/80)

DALHART MUNI ARPT: UNICOM freq 122.95. (2/80)

FORT HOOD: VOR shutdown until May 1. (4/80)

GUTHRIE: VORTAC "GTH" unmon/voice OTS until May 10. (2/80)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

LAMESA MUNI ARPT: Thr rwy 24 dsplcd days only. (1/80)

LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp High Intst. (9/79)

NEW BRAUNFELS: NDB shutdown until Apr 30. (4/80)

PORT O'CONNOR ARPT: Arpt clsd. (7/78)

TYLER, POUNDS FLD ARPT: Rwy 4–22 OTS UFN. (3/80)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

LOGAN: VOR "LGU" unusbl all quad/alt excp for use on published proc. (2/80)

SAINT GEORGE: VOR "OZN" unusbl 350–010 deg byd 15 NM below 12000 ft. (2/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

CHARLES CITY, BERKELEY PLANTATION ARPT: Arpt clsd. (2/79)
DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)
EMPORIA MUNI ARPT: Rwy 15–33 clsd until Apr 30. (2/80)
FELKER: NDB "FAF" unmon 2300–0600. (2/80)
HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)
HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.

WASHINGTON

EVERETT SNOHOMISH COUNTY ARPT: ILS OM OTS. (4/80)

WEST VIRGINIA

LEWISBURG, GREENBRIER VALLEY ARPT: 1000 ft extension AER 4 under construction til Aug 1980. (2/80)
MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

MANITOWISH WATERS ARPT: Rwy 10–28 clsd. (4/78)
MEDFORD TAYLOR COUNTY ARPT: Rwy 7–25 open ski only. (2/80)
MOSINEE CENTRAL ARPT: CTLZ hours 0600–0030 LCL daily. (4/80)
OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd; rwy lights rwy 9–27 OTS; rwy lights rwy 18–36 medium intst after 2300. (11/79)
RHINELANDER, OMEIDA COUNTY ARPT: CTLZ hours 0500–2230 LCL daily. (4/80)
WEST BEND MUNI ARPT: Rwy 13–31 clsd. (8/79)

WYOMING

NEWCASTLE: LRCO ECS VOR 108.2T/122.1R. (4/80)

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD NOV-JAN

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1196H	Piper PA-33–2	Grn/Wht
N1351X	Bell 26A Heli.	
N1423G	Beech 35 Bona	Grn/Wht
N1652X	C-210 Turbo	Wht/Grn
N19765	C-177B	Red/Wht
N2670R	C-182	Wht/Brw
N2889F	Cessna 182J Sk	Wht/Yel
N3815L	Cessna 172G	Wht/Blu/Maroon
N3991F	1958 Cessna 17	
N4621F	Cessna P206A	Brn/Wht
N5042A	Bellanca CH9	Yel/Wht
N5232J	Cessna 310	Grn/Wht
N5235Y	Piper AZTEC	Wht/Org/Yel
N6170Q	Cessna 421	Wht/Blu
N6381X	Cessna 402	Brw/Wht
N6446F	Cessna 150	Blu/Wht
N6786U	M021	Tan/Org/Brn
N7236N	Cessna 210	Wht/Blu
N732QK	C-206	Brn/Wht
N732YG	Cessna 210	Wht/Brw
N735JL	C-TU2069G	Blu/Wht
N749CE	Piper Navajo P	
N756PM	C-206	Brn/Wht
N8321Q	C-T206 Super S	Red/Wht
N88630	C-421 Golden	Wht/Red
N8937Z	Cessna 310	Bge/Org/Brw
N9165M	C-206	Lgt&Drk Blu
N93257	C-210	Brn/Wht/Yel

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		***INDEX***
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Texarkana TXK	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------ NATIONAL FLIGHT DATA CENTER
9/103 ---- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ----- FLIGHT INFORMATION/TEMPORARY
FI/P ----- FLIGHT INFORMATION/PERMANENT
#-------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0388 APRIL 3, 1980

EAST CENTRAL

ILLINOIS

#FDC 0/355 FI/P (DEC) DECATUR, DECATUR, IL. ILS RWY 6 AMDT 8 CORRECT US GOVT CHART/A1–710/DELETE DME CHAN 46 AT THE I-DEC LCZR.

#FDC 0/364 FI/P (RFD) GREATER ROCKFORD, ROCKFORD, IL. ILS RWY 36 AMDT 23 TERM RTES CHG ALTS CHANA INT/IAF/TO RF LOM NOPT/2000 FT. TUSEL INT/ IAF/TO RF LOM/NOPT 2000 FT. MIN ALT RF LOM 2000 FT. MIN GS INTOP ALT 2000 FT. GS ALT AT OM 1998 FT. AT MM 939 FT. GS ANGLE 2.75 DEG, TCH 62 FT. THIS IS ILS RWY 36 AMDT 24. NDB RWY 36 AMDT 20 TERM RTES CHG ALTS CHANA INT/IAF/TO RF LOM/NOPT/ 2000 FT. TUSEL INT/IAF/TO RF LOM/ NOPT/2000 FT. MIN ALT RF LOM 2000 FT. THIS IS NDB RWY 36 AMDT 21.

FDC 9/1760 FI/P (PIA) GREATER PEORIA PEORIA IL. LOC (BC) RWY 12 AMDT 13 CANCELLED.

INDIANA

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 0/264 FI/T (09G) MASON-JEWETT, MASON MI. IFR TAKEOFF AND DEPARTURE PROCEDURES. TAKEOFF MINS RWY 27 400–1. DEPARTURE PROCEDURES RWY 9 AND 27 CLIMB RWY HEADING TO 1400 FT BEFORE TURNING.

#FDC 0/334 FI/T (3TE) AL MEYERS, TECUMSEH, MI. VOR-A AMDT 4 NA AT NIGHT.

#FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

#FDC 0/369 FI/T (HAI) THREE RIVERS MUNI DR. HAINES THREE RIVERS MI. VOR-A AMDT 4 CIRCLING MDA CAT C 1360 FT/HAA 536 FT. NDB RWY 27 AMDT 2 NDB/VOR MINIMA CIRCLING CAT C AND D NA.

#FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

OHIO

FDC 0/35 FI/T (YNG) YOUNGSTOWN MUNI, YOUNGSTOWN, OH. ILS RWY 14 AMDT ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 1/2 MI ALL CATS.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030–0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400–1.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 9/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 0/308 FI/P (BGM) BROOME COUNTY BINGHAMTON NY. VOR RWY 10 AMDT 3 MISSED APPROACH CLIMBING LEFT TURN TO 3300 FEET DIRECT TO BGM VORTAC AND HOLD WEST LEFT TURNS 076 INBOUND. THIS IS AMDT 4.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/667 FI/T (N34) TURNER FIELD PROSPECTVILLE, PA. VOR RWY 14 AMDT 1 S-14 MDA 940 FT HAT 588 FT. CIRCLING MDA 940 FT HAA 573 FT.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/246 FI/P MEA ON V13 BETWEEN WESFO INT, AR. TO RAZORBACK VORTAC /RZC/, AR. 3100 N-BOUND.

FDC 0/284 FI/P (PGR) PARAGOULD MUNI PARAGOULD AR. RWY 5/23 RENUMBERED RWY 4/22. NDB RWY 5 AMDT 6 REDESIGNATED NDB RWY 4 AMDT 7.

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 0/228 FI/T/MLU/MONROE REGIONAL MONROE LA. RADAR-1 AMDT 1 ASR RWY 31 AND ASR RWY 35 MDA 480 FT/HAT 402 FT ALL CATS. VIS CAT C 1 1/4 MILE.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18-36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/186 FI/T (LFT) LAFAYETTE REGIONAL LAFAYETTE LA. NDB RWY 3 ORIG NA.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

FDC 9/2186 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/, NEW ORLEANS, LA. LOC BC RWY 19 AMDT 5 AND RADAR-1 ASR RWY 19 AMDT 10, SI RWY 19 MDA 400. IFR DEPARTURE PROCEDURE RWY 5 200 FT. CEILING AND VIS 1 MILE.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/302 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 18 SI MDA 1700 FT/HAT 418 FT ALL CATS. INOPERATIVE TABLE APPLIES TO ALL CATS.

#FDC 0/357 FI/T (CSM) CLINTON-SHERMAN, CLINTON, OK. VOR RWY 35L AMDT 5. SI MDA 2340 FT/HAT 427 FT ALL CATS.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

FDC 9/2185 FI/T /OK33/ SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/129 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. NDB RWY 10 AMDT 7. SI MDA 3340 FT HAT 473 FT ALL CATS. ILS RWY 10 AMDT 10. SI LOC MDA 3280 FT HAT 413 FT ALL CATS. SI LOC VIS CAT A/B/C RVR 4000 FT. RADAR-1 AMDT 1. ASR RWY 10 MDA 3280 FT HAT 413 FT ALL CATS VIS CAT A/B/C RVR 4000 FT.

FDC 0/195 FI/T/SLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LARADO TX ALSTG AND INCREASE ALL MDA 260 FT.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

#FDC 0/341 FI/P (CNW) JAMES CONNALLY, WACO, TX. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. RWYS 3/21/17L/17R 12/30/35L/35R STANDARD. FAR 135 AUTH RWY 17L 1/2 MILE. AMDT ORIG.

#FDC 0/342 FI/P (ACT) WACO-MADISON COOPER, WACO, TX. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. RWYS 1/5/14/19/23/32 STANDARD. FAR 135 AUTH RWY 19 RVR 2400. AMDT ORIG.

#FDC 0/375 FI/T (SWI) SHERMAN MUNI, SHERMAN, TX. VOR/DME RWY 34 AMDT 3 PROC NA.

#FDC 0/383 FI/T (CRP) CORPUS CHRISTI INTL CORPUS CHRISTI TX. ILS RWY 35 AMDT 3 SI-LOC MDA 380 FT/HAT 339 FT ALL CATS. RADAR-1 AMDT 6 ASR RWY 35 MDA 440 FT/HAT 399 FT ALL CATS.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1762 FI/T (IAH) HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 ORIG LOC MISSED APPROACH POINT 4.0 NM AFTER PASSING GADIG OM/IAH 4.6 DME.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/241 FI/T /ANB/ ANNISTONCALHOUN COUNTY, ANNISTON, AL. TAKEOFF MINIMUMS RWY 23 STANDARD. RWY 5, 900–1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT/NM TO 1600. IFR DEPARTURE PROCEDURES RWY 23. CLIMB WEST BOUND TO 3000 ON TDG VORTAC R-085 BEFORE TURNING SOUTH OR EAST BOUND. RWY 5, CLIMBING RIGHT TURN TO INTERCEPT TDG VORTAC R-085, CLIMB EAST BOUND TO 3000 BEFORE PROCEEDING ON COURSE.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14–32 5000 FT VICE 2300 FT.

FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210–300, 2600; 300–210, 1700.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2008 FI/T (FMY) PAGE FIELD FORT MYERS FL. VOR RWY 13 AMDT 4. MIN ALT 4 DME FIX 620 FT. 800 FT FROM 10 DME ARC. SI RWY 13 MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAT 605 FT ALL CATS. CIRCLING MDA 620 FT. HAA 602 FT ALL CATS. CAT C VIS 1 3/4 MILES CAT D VIS 2 MILES.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200–1.

FDC 0/253 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 2 AND VOR/DME RWY 36 AMDT 3 NA.

#FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

FDC 9/2150 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. VOR-B AMDT 11, NA.

FDC 9/2151 FI/T (AGS) BUSH FIELD, AUGUSTA, GA. VOR-A AMDT 17 NA.

KENTUCKY

FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C; RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS, CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A,B,C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR.

FDC 9/2030 FI/T (BWG) BOWLING GREEN-WARREN COUNTY BOWLING GREEN KY. VOR RWY 3 AMDT 9 SI MDA 980 FT/HAT 433 FT ALL CATS. TAKEOFF MINIMUMS RWY 21 200–1 REQUIRED.

FDC 9/2117 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

MISSISSIPPI

FDC 0/277 FI/T (MMS) SELFS MARKS MS. NDB-A ORIG NA.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

#FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/1893 FI/T (FAY) FAYETTEVILLE MUNI FAYETTEVILLE NC. LOC/DME BC RWY 21 ORIG. FLAPP 5.8 DME TO MAP AND THRESHOLD 4.9 MILES. MISSED APPROACH 4.9 MILES AFTER PASSING FLAPP 5,8 DME OR AT 0.9 DME.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/145 FI/T (MEM) MEMPHIS INTERNATIONAL MEMPHIS TN. ILS RWY 17L AMDT 4 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/175 FI/T /CHA/ LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 2 AMDT 1 SILS-2 AND S-LOC-2 CATS A, B, C INOPERATIVE TABLE DOES NOT APPLY TO MALSR. WHEN INOPERATIVE S-LOC-2 CAT "C" INCREASE 1/4 MILE.

#FDC 0/362 FI/T (THA) TULLAHOMA MUNI ARPT, SOESBE-MARTIN FIELD, TULLAHOMA, TN. VOR RWY 32 AMDT 5, VOR/DME RWY 14 AMDT 2 NA.

#FDC 0/388 FI/T (CKV) OUTLAW FIELD CLARKSVILLE TN. LOC RWY 34 ORIG AND NDB RWY 34 ORIG NA.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/143 FI/T (CIC) CHICO MUNI CHICO CA. NDB RWY 13L ORIG SI MDA 780 FT/HAT 542 FT ALL CATS. SI VIS 1 MILE CAT A/B 11/2 MILE CAT C 13/4 MILE CAT D. CIRCLING MDA 780 FT/HAA 542 FT CAT A/B/C.

FDC 0/167 FI/T SANTA YNEX CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/218 FI/T /MCE/MERCED MUNI MERCED CA. DEPARTURE PROCEDURES/ TAKEOFF MINIMUMS. TAKEOFF MINIMUMS RWY 12 STANDARD. RWY 30 STANDARDS/1/2 MILE AUTHORIZED FAR 135.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

#FDC 0/384 FI/T (MYV) YUBA COUNTY MARYSVILLE CA. VOR RWY 14 AMDT 5 RADAR FIX MINIMA SI MDA 480 FT ALL CATS. SI VIS 1 1/4 MILE CAT C/D. CIRCLING MDA 480 FT CAT A.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 9/1296 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. RUNWAY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED. NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13, NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10. ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 LOC BC RWY 25R AMDT 13 TO LOC BC RWY 26R AMDT 13 VOR RWY 25R (TAC) AMDT 21 TO VOR RWY 26R (TAC) AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDSIGNATED 8L/26R. IFR DEPARTURE PROCEDURES/TAKEOFF MINIMUMS, RUNWAYS 8L-R/26L-R 12/17/30/35 STANDARD. FAR 135 AUTHORIZED 1/2 MILE RWY 8L AND 3/4 MILE RWY 26R.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

UTAH

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000-360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700-2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/250 FI/P (BRL) BURLINGTON MUNI BURLINGTON IA. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF MINIMUMS RWY 12/18/30/36 STANDARD. FAR 135 AUTHORIZATIONS RWY 36 1/2 MI AMDT ORIG.

# FDC 0/293 FI/T (CID) CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 AND NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA. ACTIVATE SALSR RWY 9 - 118.7.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/105 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS MN. ILS RWY 31 AMDT 6 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 0/227 FI/T/MSP/MINNEAPOLIS-ST PAUL INTERNATIONAL WOLD-CHAMBERLAIN/ MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS. VIS CAT D 1 1/2 MI. CIRCLING MDA 1360 FT/ HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4, ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. NDB RWY 29L AMDT 21 SI MDA 1440 FT/HAT 618 FT ALL CATS VIS CAT C RVR 6000 FT. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. NDB RWY 29R AMDT 9 SI MDA 1440 FT/HAT 617 FT ALL CATS VIS CAT C 1 3/4 MI. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC MDA 1380 FT/HAT 557 FT ALL CATS. CIRCLING MDA 1380 FT/ HAA 539 FT CATS A B C.

# FDC 0/337 FI/T (CKN) CROOKSTON MUNI-KIRKWOOD FIELD, MN. VOR RWY 31 AMDT 1 NOT AUTHORIZED.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/139 FI/T (94K) CASSVILLE MUNI, CASSVILLE MO. VOR RWY 8 ORIG. DELETE PROCEDURAL DATA/NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD PROCEDURAL DATA/NOTE ACTIVATE MIRL RWY 8 – 123.0.

FDC 0/223 FI/T/TBN?FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 1 LOC RWY 14 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14–118.

FDC 0/266 FI/P (MAW) MALDEN MUNI, MALDEN MO. VOR RWY 31 AMDT 7. CORRECT US GOVT CHART /AL878/ MIN ALT FAF 1600 FT.

FDC 0/267 FI/T (TRX) TRENTON MUNI TRENTON MO. NDB RWY 17 AMDT 3 NDB RWY 35 AMDT 5 USE KIRKSVILLE, MO. ALSTG AND INCREASE ALL MDA 180 FT. WHEN KIRKSVILLE, MO. ALSTG NOT AVAILABLE PRO NA.

FDC 0/289 FI/T (BUM) BUTLER MEMORIAL BUTLER MO. VOR-A AMDT 3 PROC NA.

# FDC 0/332 FI/T (STL) LAMBERT-ST. LOUIS INTERNATIONAL, ST. LOUIS, MO. RADAR-1 AMDT 23. SI ASR RWY 30L MDA 1040 FT HAT 469 FT ALL CATS. CAT C VIS RVR 4000 FT, CAT D VIS RVR 5000 FT, CAT E VIS RVR 6000 FT. CAT A AND B VIS BECOME RVR 5000 FOR INOPERATIVE MALSR RWY 30L.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/258 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG US ARMY MINIMUM ALT RAP NDB /FAF/ 4600 FT. MDA ALL CATS 4080 FT. HAA 898 FT. VIS CAT B 1 1/4 MI CAT C 2 3/4 MI CAT D 3 MI. ALTERNATE MINIMUM 1300–3.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

WASHINGTON

FDC 0/110 FI/T /BFI/ BOEING FIELD/ KING COUNTY INTERNATIONAL, SEATTLE, WA. ILS RWY 13R AMDT 20; LOC BC RWY 31L AMDT 8. DME UNUSABLE.

FDC 0/324 FI/P (GEG) SPOKANE INTERNATIONAL SPOKANE, WA. LOC RWY 3 AMDT 3. CORRECT US GOVT CHART/ AL-403 PROCEDURE TURN SOUTH SIDE OF CRS 205 OUTBOUND 4000 FT WITHIN 10 MI OF GEG VORTAC.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/114 CORRECTION TO US GOVERNMENT ENROUTE LOW ALTITUDE CHART L-23 PANEL C EFFECTIVE 24 JAN 1980. REVISE RESTRICTED AREA NOTE R5502A TO INCLUDE R5502B 1300–2200Z DAYLIGHT SAVING TIME TUESDAY-THURSDAY.

#FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT PH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS: BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO FLBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MEMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 9/1949 EFFECTIVE NOVEMBER 29, 1979 THE FOLLOWING FLIGHT PROCEDURE IS ESTABLISHED; J-10, WOLBACH, NE. VORTAC TO DES MOINES, IA VORTAC MEA 18000 FEET, MAA 45000 FEET.

FDC 9/2012 FI/T V-181E. ATY VORTAC TO FAR VORTAC MOCA 3300 VICE 3100. MEA NOT AFFECTED.

FDC 9/2016 FI/P REFERENCE AMDT TO IFR ALT AND CHANGEOVER POINTS TO PART 95 AMDT 288 EFFECTIVE 11/29/79. DIRECT ROUTE-DLH VOR TO TVC VOR CHANGE MEA TO READ 24000 FT.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^R type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

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Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the Graphic Notices and Supplemental Data dated January 1980:

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

UNICOM FREQUENCIES AT UNCONTROLLED AIRPORTS

At the present time there are three UNICOM frequencies, 122.7, 122.8 and 123.0 available for assignment to uncontrolled airports. In the past, no attempt has been made to assign these frequencies in such a way as to reduce frequency congestion between adjacent airports. To reduce frequency congestion, a frequency assignment plan has been developed for 15 areas of the country which have a high concentration of uncontrolled airports. Specifically, these areas are: New York/New Jersey, Washington, D.C./Maryland/Virginia, Atlanta, Chicago/Milwaukee, Cleveland, Los Angeles, Denver, Cincinnati/Dayton/Columbus, Seattle, Detroit/Toledo, Indianapolis, Houston, Dallas/Fort Worth, Pittsburgh and Boston. The FCC has requested a significant number of UNICOM operators located in the above areas to change frequencies in accordance with the plan.

Over the next 6 to 12 months there will be numerous UNICOM frequency changes. During this transition period directory/supplements or appropriate charts may not accurately reflect UNICOM frequency assignments at uncontrolled airports. Pilots destined for one of the areas noted above are urged to verify the UNICOM frequency in use during preflight briefings or with the FSS associated with the airport destination.

SPECIAL NOTICE

Recommended VFR Flight Procedures in the "Niagara Scenic Falls" Area.

Due to the high concentration of Sightseeing Flights in the Niagara Falls Area and in the interest of Flight safety, the following procedures are recommended:

(1) A RIGHT HAND CIRCUIT PATTERN WITH NORTH END RIGHT TURN AREA, SOUTH OF THE RAILRAOD BRIDGE ACROSS THE NIAGARA GORGE - AND SOUTHERN RIGHT TURN AREA NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA RIVER).

(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY: I.E. NORTHBOUND OR SOUTHBOUND, AND MONITOR THE FREQUENCY WHILE IN THE PATTERN.

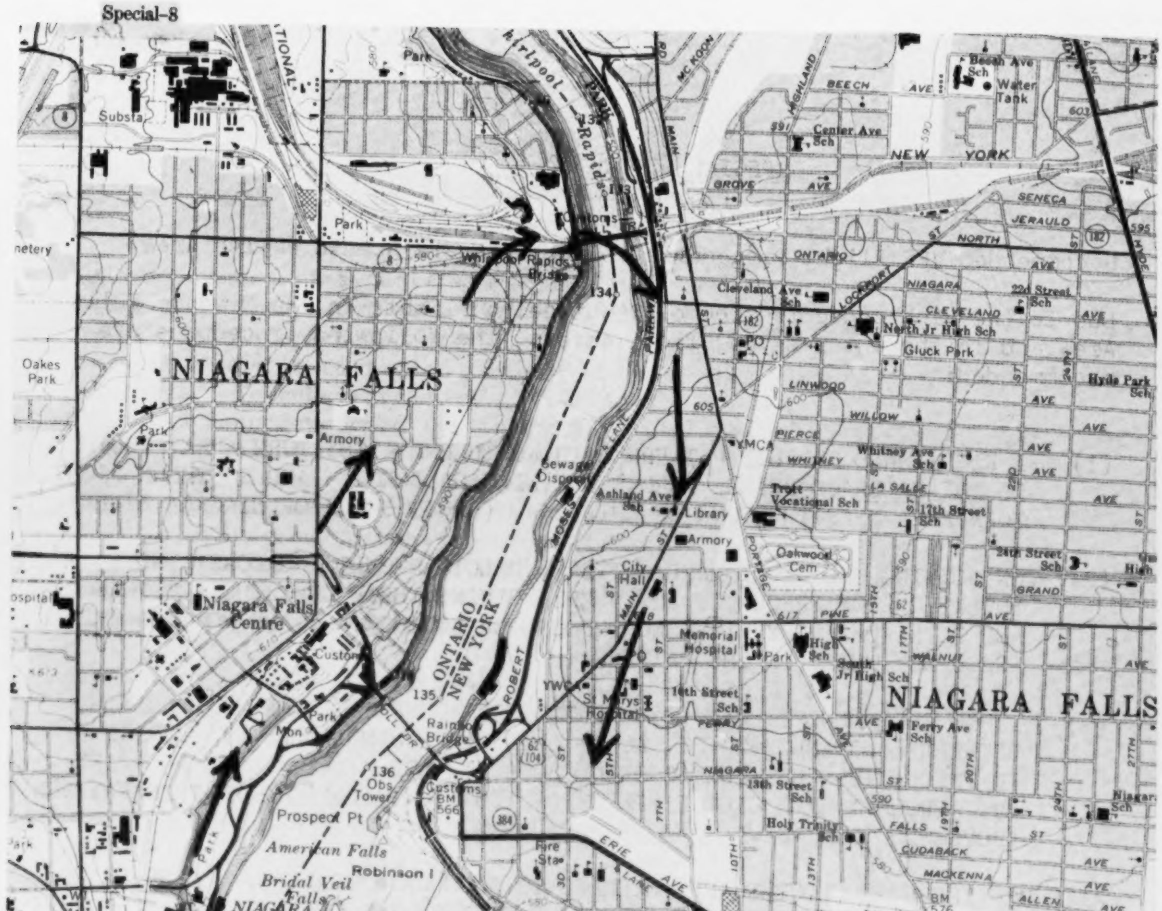
(3) IT IS RECOMMENDED THAT (a) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL. (b) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL. (c) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS.+, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

IMPORTANT NOTE

OBTAIN CURRENT ALTIMETER SETTING PRIOR TO JOINING THE PATTERN THROUGH EITHER NIAGARA FALLS TOWER FREQ. 118.5 MHZ, OR ST. CATHARINES TOWER FREQ. 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN "THE WHIRLPOOL" AND "HORSESHOE FALLS" ARE EXTREMELY NOISE SENSITIVE. MAINTAIN AT LEAST 2200 FT. ASL OVER THIS AREA PRIOR TO JOINING THE PATTERN.

Special-8


NIAGARA FALLS
NIAGARA FALLS
Niagara Falls Centre
Whirlpool Rapids
Whirlpool Rapids Bridge
Customs
Oakes Park
Armory
Sewage Disposal
Ashland Ave Sch
Library
City Hall
Memorial Hospital
St Marys Hospital
YMCA
YWCA
Oakwood Cem
Gluck Park
North Jr High Sch
High Sch
South Jr High Sch
Trott Vocational Sch
Cleveland Ave Sch
Center Ave Sch
Beech Ave Sch
Water Tank
Hyde Park Sch
17th Street Sch
22d Street Sch
24th Street Sch
10th Street Sch
13th Street Sch
Holy Trinity Sch
Ferry Ave Sch
ONTARIO
NEW YORK
Rainbow Bridge
Obs Tower
Prospect Pt
American Falls
Bridal Veil Falls
Robinson I
Bird I
Green I
Goat Island
Terrapin Pt
NIAGARA FALLS
Horseshoe Falls
Brother I
Three Sisters Islands
NEW YORK STATE RESERVATION
Powerplant
Powerplant
Dufferin Island Park
Montrose Junction
Falls View
Light
Intake
Intake
NIAGARA
RIVER
UNITED STATES
CANADA
ROBERT MOSES PKWY
ERIE AVE
BUFFALO AVE
LOCKPORT ST
PORTAGE RD
MAIN ST
PINE AVE
NIAGARA ST
FALLS ST
NEW YORK AVE
BEECH AVE
SENECA AVE
JERAULD AVE
NORTH AVE
CLEVELAND AVE
LINWOOD AVE
WILLOW AVE
PIERCE AVE
WHITNEY AVE
LA SALLE
WALNUT AVE
PERRY AVE
CUDABACK AVE
MACKENNA AVE
ALLEN AVE
GRAND AVE
Queen Victoria Park
Park

MASTERS GOLF TOURNAMENT
APRIL 9-13, 1980
AUGUSTA, GEORGIA

Due to the large volume of air traffic anticipated for the "MASTERS" during the week of April 9-13, 1980, the following information is provided for pilots planning to operate in the Augusta area during this period.

GENERAL. Air traffic delays and airport congestion are expected to be extensive during early morning and late afternoon hours each day of the tournament.

TEMPORARY ATC SERVICES. Temporary control tower will be operational at Daniel Field, Augusta, Georgia for the Masters Golf Tournament.

Date/Time of Operation:	April 9-12	0800-2000 Local
	April 13	0800-2100 Local
Radio Call:	"Daniel Tower"	
Frequencies:	Tower	123.1 MHz
	Ground	121.7 MHz

Onsite pilot briefing and flight planning service will be available at Daniel Field in Augusta Aviation Office.

Pilots landing Daniel Field close/file flight plan in person or by calling Savannah FSS (toll free) 798-5164, or 1-800-342-2137.

Pilots landing Bush Field call Savannah FSS (toll free) 798-5164, or 1-800-342-2137.

Airborne aircraft may contact Savannah FSS on 122.3 MHz to activate/close flight plan.

VFR ARRIVALS/RADAR SERVICE. VFR arrivals to the Augusta area may expect Stage III service if landing Bush Field or Radar Advisory service if landing in the Augusta area. Contact Augusta Approach Control 15 NM out on 126.8 (170-349°) or 119.15 (350-169°).

FLIGHT PLANS.

VFR. File outbound VFR flight plans as soon as practicable. FSS will hold flight plans in suspense until activated by pilot.

IFR. File IFR flight plans onsite or through Savannah FSS *AT LEAST TWO HOURS* prior to proposed departure time on the day of proposed departure. Do NOT call for clearances more than 20 minutes prior to your proposed departure time.

Air-filed flight plans from the Augusta area will be accepted only in *emergencies.*

DEPARTURES/BUSH (AGS) AIRPORT IFR AND VFR

1. DO NOT TAXI FOR TAKEOFF until you have received taxi and takeoff information, and have received an IFR clearance. For departing Stage III service, advise Ground Control: aircraft identification, type aircraft, if transponder equipped, destination or direction of flight, and planned altitude.
2. DO NOT CALL THE TOWER FOR TAKEOFF until you are ready for takeoff and *NUMBER ONE* in position to take the runway.

DEPARTURES/DANIEL (DNL) AIRPORT IFR AND VFR

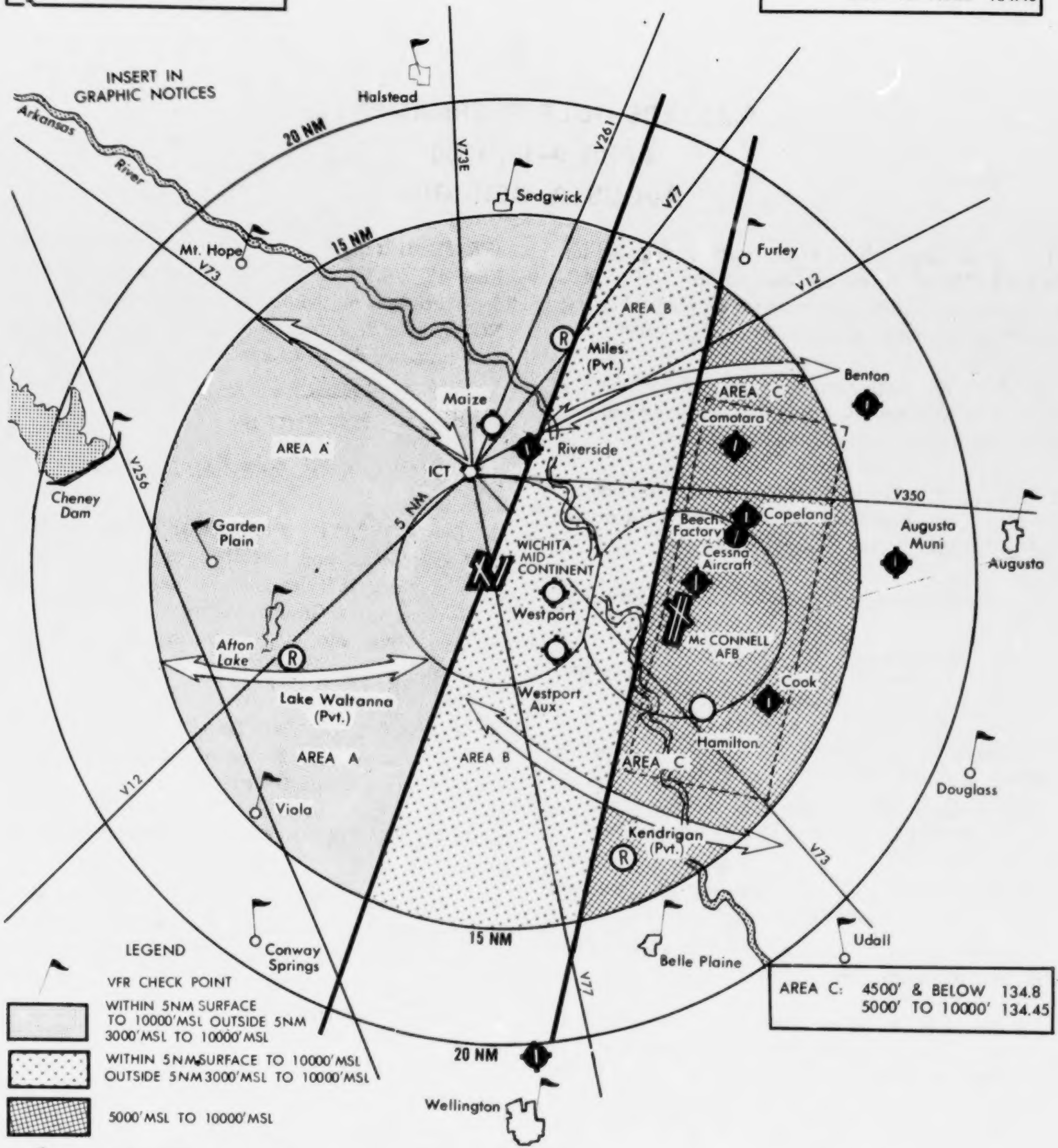
1. DO NOT TAXI FOR TAKEOFF until you have received taxi and takeoff information and have received an IFR clearance. Pilots requesting Radar Advisory service, advise Ground Control: aircraft identification, type aircraft, if transponder equipped, destination or direction of flight, and planned altitude.
2. DO NOT CALL GROUND CONTROL TO TAXI until you are number one aircraft that can enter a taxiway from ramp or parking area.
3. DO NOT CONTACT TOWER FOR TAKEOFF until you are ready for takeoff and *NUMBER ONE* in position to take the runway.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

WICHITA, KANSAS, WICHITA MID-CONTINENT AIRPORT
FIELD ELEV. 1332′ MSL

AREA A: 4500′ & BELOW 126.7
5000′ TO 10000′ 124.75

AREA B: 4500′ & BELOW 120.6
5000′ TO 10000′ 134.45


INSERT IN
GRAPHIC NOTICES
Arkansas River
Halstead
20 NM
15 NM
5 NM
V73E
V261
V77
V12
V73
V256
V350
Sedgwick
Mt. Hope
Furley
AREA B
Miles (Pvt.)
Maize
Riverside
Benton
AREA C
Comotara
AREA A
ICT
Cheney Dam
Garden Plain
Copeland
Beech Factory
Augusta Muni
Augusta
WICHITA MID CONTINENT
Cessna Aircraft
Westport
McCONNELL AFB
Afton Lake
Lake Waltanna (Pvt.)
Westport Aux
Cook
Hamilton
AREA A
AREA B
AREA C
Douglass
Viala
Kendrigan (Pvt.)
Conway Springs
Belle Plaine
Udall
20 NM
Wellington

AREA C: 4500′ & BELOW 134.8
5000′ TO 10000′ 134.45

LEGEND

VFR CHECK POINT

▨ WITHIN 5NM SURFACE TO 10000′MSL OUTSIDE 5NM 3000′MSL TO 10000′MSL

▨ WITHIN 5NM SURFACE TO 10000′MSL OUTSIDE 5NM 3000′MSL TO 10000′MSL

▨ 5000′MSL TO 10000′MSL

⇔ SUGGESTED VFR ROUTES

- - - - - - CONCENTRATED TRAFFIC AREA (SURFACE TO 4000′MSL)

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

SPECIAL NOTICE

TERMINAL RADAR SERVICE AREAS (TRSA)

Beginning April 17, 1980, Terminal Radar Service Area (TRSA) will be shown on the Sectional Aeronautical and VFR Terminal Area Charts.

Stage III Service (Radar Sequencing and Separation Service for VFR aircraft) is now only advertised in the Airport/Facility Directory and the Graphic Notices and Supplemental Data Publication.The purpose of this service is to provide separation between all participating VFR aircraft and all IFR aircraft operating within the airspace defined as the Terminal Radar Service Area (TRSA). Pilot participation is urged,but it is not mandatory.

If any aircraft does not want the service, the pilot should state NEGATIVE STAGE III, or make a similar comment on initial contact with approach control or ground control, as appropriate.

TRSA's will be symbolized by an outline of the entire area including the various sectors and will be shown in a magenta (red) color. Each altitude sector will be identified in a magenta solid color by the MSL ceiling and floor values within the respective sector. The chart will have a note identifying the TRSA and will advise where to obtain the appropriate frequency.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used – Continuous, Contact Washington Center 123.85/323.0.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

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Item 431-C-5

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CLASS TWO NOTAMS

9323

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VORTEX ADVISORY SYSTEM
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NAR
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UNICOM FREQ
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PROCEDURES FOR DERBY WEEK
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April 17, 1980

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May 1, 1980

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

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ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A	
/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway
B	
BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond
C	
cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone
D	
D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule
E	
E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except
F	
FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet
G	
govt	government
GS	glide slope
GWT	gross weight
H	
HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway
I	
IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System
J	
J-bar	jet runway barrier
K	
kHz	kilohertz
L	
L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet
M	
MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal
N	
N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required
O	
obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun
P	
PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure
Q	
quad	quadrant
R	
R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

INFORMATION CURRENT AS OF APRIL 3, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

MOBILE BATES FIELD ARPT: Rwy 14 ALS OTS. (4/80)

TROY MUNI ARPT: Rwy 14–32 clsd UFN. (4/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

CASA GRANDE MUNI ARPT: UNICOM freq 122.7. (4/80)

ARKANSAS

BENTON, SALINE COUNTY ARPT: Rwy lights rwy 18–36 OTS. (3/80)

FORT SMITH MUNI ARPT: Rwy 07–25 non-std markings. (4/80)

HOPE MUNICIPAL ARPT: For rwy lgts key 122.8 3 times in 5 sec. (4/80)

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13–31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8–26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

BISHOP ARPT: For rwy lgts key 122.8 6 times in 15 sec. (4/80)

CRESCENT CITY, JACK MCNAMARA FLD ARPT: UNICOM freq 122.8. (4/80)

FERNDALE ARPT: Oakland EFAS 4FR outlet CMSN. (4/80)

ORLAND, HAIGH FLD ARPT: Thr rwy 15 dsplcd 325 ft. (4/80)

RIALTO: VOR unusbl 280–300 byd 20 NM below 13000. (3/80)

RIO VISTA MUNI ARPT: Thr rwy 25 dsplcd 254 ft; thr rwy 7 dsplcd 60 ft. (4/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

STOCKTON METRO ARPT: Unlighted and unmarked 200 ft crane 3000 ft NW of arpt in line with apch/dep rwy 11R/L until June 1, 1981. (4/80)

COLORADO

DENVER ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80)

GUNNISON COUNTY ARPT: Thr rwy 35 dsplcd 200 ft. (4/80)

CONNECTICUT

NO NOTICES THIS ISSUE

DELAWARE

WILMINGTON, GREATER ARPT: Rwy 14–32 clsd ACR. (4/80)

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

DAYTONA BEACH REGIONAL ARPT: Glide slope OTS (shutdown) Mar 21 thru May 1. (4/80)

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80)

MIAMI, TAMIAMI ARPT: Men, equip. and cranes working first 2000 ft south side rwy 9R until July 7. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.

PENSACOLA REGIONAL ARPT: VASI rwy 7-25 OTS. (2/80)

ST PETERSBURG, ALBERT WHITTED ARPT: Crane 300 ft AGL .3 West thr rwy 6 until Oct 1. Thr (Rwy 06) dsplcd 1300 ft until Oct 1. (4/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9-27. (10/78) RAIL rwy 18 OTS. (9/77)

GEORGIA

CALHOUN, TOM B. DAVIS FLD ARPT: UNICOM freq 122.8. (4/80)

CARROLLTOWN WEST GEORGIA REGIONAL ARPT: UNICOM freq 122.8. (4/80)

CORNELIA, HABERSHAM COUNTY ARPT: UNICOM freq 122.8. (4/80)

COVINGTON MUNI ARPT: UNICOM freq 122.8. (4/80)

GRIFFIN_SPALDING COUNTY ARPT: UNICOM freq 122.8. (4/80)

LA GRANGE CALLAWAY ARPT: UNICOM freq 122.8. (4/80)

NEWMAN-COWETA ARPT: UNICOM freq 122.8. (4/80)

PEACHTREE CITY, FALCON FLD ARPT: UNICOM freq 122.8. (4/80)

PERRY-FT. VALLEY: Rwy 09-27 non-std mkgs. Thr rwy 27 dsplcd 600 ft. (4/80)

ROME, RICHARD B. RUSSELL ARPT: UNICOM freq 122.8. (4/80) VOR "RMG" unusable 240-355. (4/80)

THOMASVILLE MUNI ARPT: For rwy lights key freq 122.8 3 times in 5 sec for low; 5 times in 5 sec med; 7 times in 5 sec hi intst. (3/80)

IDAHO

COEUR D'ALENE POST FALLS: NDB unusbl 070-130 beyond 25 NM below 12000. (4/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 7/14 – 8/1. (4/80)

ILLINOIS

CANTON, INGERSOLL ARPT: VASI rwy 9, rwy 27, rwy 18 and rwy 36 OTS. (6/78)

LITCHFIELD ARPT: NDB OTS. (4/80)

INDIANA

ELKHART: CTLZ hrs Sun-Fri 0600-2330 lcl Sat 0600-2200 lcl. eff 4/27. (4/80)

IOWA

ALGONA MUNI ARPT: Rwy 18-36 3000 ft by 165 ft. Thr rwy 18 dsplcd 350 ft. (3/80)

CLINTON CTLZ hours 0600-2200 lcl wkdays and 1130-2200 lcl Sunday. (4/80)

MAQUOKETA ARPT: Maquoketa "OQW" NDB OTS. (4/80)

MARSHALLTOWN MUNI ARPT: Rwy 12/30 5000 ft by 100 ft. (4/80)

KANSAS

FORT RILEY: VOR "FRI" OTS thru Aug 31. (4/80)

KENTUCKY

CAMBELLSVILLE, TAYLOR COUNTY ARPT: Rwy lights OTS thru Jun 1. (3/80)

HAWESVILLE, HANCOCK AIRFIELD: Thr rwy 15 dsplcd 108 ft; thr rwy 33 dsplcd 108 ft. (3/80)

LOUISVILLE, STANDIFORD FLD ARPT: UNICOM freq 122.95. (4/80)

LOUISIANA

BATON ROUGE RYAN ARPT: ILS and Loc back course OTS until 7/1. (4/80) Rwy 13-31 clsd until 7/7. (4/80)

MANSFIELD DESOTA PARISH ARPT: Rwy 18-36 5070 ft by 150 ft. Thr rwy 36 dsplcd 570 ft. (4/80)

NEW ORLEANS INTL/MOISANT FLD ARPT: Rwys 1-19 and 5-23 clsd until May 15. East 300 ft rwy 10-28 clsd until May 15. (4/80)

MAINE

AUGUSTA STATE ARPT: Rwy lights rwy 8/26 OTS. (4/80)

BIDDERFORD MUNI ARPT: UNICOM freq 123.0. Thr lights rwy 6-24 OTS UFN. (4/80)

PRINCETON ARPT: Princeton (PNN) VOR unusable 086-100. (4/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1-19 cmsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

NEW BEDORD MUNI ARPT: RVV DCMSN. (4/80)

NORTHAMPTON LA FLEUR ARPT: Unicom freq 122.7. (4/80)

MICHIGAN

DETROIT CITY ARPT: LOC rwy 15 shutdown until April 24. (4/80)

ESCANABA: CTLZ hours 0700-2300 lcl daily. (4/80)

IRON MOUNTAIN/KINGS FORD ARPT: CTLZ hrs 0600-2145 lcl daily. (4/80)

LAPEER, DUPONT-LAPEER ARPT: UNICOM freq 123.0. (4/80)

SAWYER: VOR "SAW" unusbl 230–275/325–360 deg. (3/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MISSISSIPPI

GREENWOOD-LE FLORE ARPT: Rwy lights rwy 5–23 OTS. (4/80)

HOLLY SPRINGS MARSHALL COUNTY ARPT: Unicom freq 122.8. (4/80)

RIPLEY ARPT: Unicom freq 122.8. (4/80)

MISSOURI

JEFFERSON CITY MEML ARPT: Thr rwy 17 dsplcd 500 ft. (3/80)

JOPLIN MUNI ARPT: Rwy 04–22 3604 ft by 75 ft. (4/80)

ST CHARLES COUNTY ARPT: ATCT 0900–1700 weekend. (4/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

ANSWORTH VOR: VOR remains unusable 080–112 until 5/15. (4/80)

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80)

ROCHESTER, SKYHAVEN ARPT: UNICOM freq 122.7. (4/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd.

CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79)

LINDEN ARPT: Rwy 18–36 clsd. (9/78)

NEWARK ARPT: Rwy 04L/22R clsd until 11/1; Rwy will reopen 10/1 for night OPNS only until 11/1. (4/80)

ROBBINSVILLE TRENTON-ROBBINSVILLE ARPT: UNICOM freq 123.0. (4/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

LAS CRUCES-CRAWFORD ARPT: Rwy lights rwy 4–22 operate dusk-dawn; for step 2 key freq 122.8 5 times in 5 sec; step 3 7 times in 5 sec. (3/80)

LAS VEGAS ARPT: CTLZ hours 0600–2200 lcl daily until May 1. (3/80)

SANTA FE MUNI ARPT: West 2300 ft rwy 10–28 clsd until May 1. (3/80)

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: Rwy 19 SSALR OTS until Nov. 1. (4/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

MONTICELLO SULLIVAN COUNTY INTL ARPT: GS unusable mm inbound. (4/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80)

SCHENECTADY COUNTY ARPT: Rwy 04–22 North 2000 ft lights OTS. (3/80)

WATERTOWN INTL ARPT: Rwy 07–25 non-standard markings. (4/80)

NORTH CAROLINA

ASHEVILLE MUNI ARPT: UNICOM freq 122.95. (4/80)

FORT BRAGG: Simons VOR shutdown until Apr 30. (4/80)

SANFORD_LEE COUNTY BRICK FLD: Thr rwy 3 dsplcd 500 ft; MAEW on or near rwy until June 16. (4/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

CLERMONT COUNTY ARPT: Thr rwy 22 dsplcd 352 ft. Rwy 04–22 3711 ft by 75 ft. (4/80)

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80) CFX NDB OTS. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)

MEDINA, FREEDOM FLD ARPT: UNICOM freq 122.7. (3/80)

MIDDLETOWN, HOOK FLD: UNICOM freq 123.0. (4/80)

TOLEDO EXPRESS ARPT: ALSF rwy 7 OTS Apr 15 thru June 9. (4/80)

METCALF FIELD ARPT: Unicom freq 122.7. (4/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8–26 OTS UFN. (4/80)

CANADIAN CANTON AIRPARK ARPT: Arpt clsd 4/5–5/19. 153 ft drilling derrick 2200 ft. south of arpt. (4/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

PENDLETON ARPT: CTCZ hrs 0600–2200 eff 5/1. (4/80)
REDMOND ROBERTS FIELD ARPT: LOC shutdown Mon-Fri 0730–1630 Apr 28 thru June 8 1980. (3/80)

PENNSYLVANIA

ALLENTOWN-BETHLEHEM-EASTON ARPT: Rwy 13–31 5797 ft by 150 ft. (4/80)
CHAMBERSBURG MUNI ARPT: Rwy 06–24 3300 ft. by 75 ft. (4/80)
COATSVILLE, CHESTER COUNTY G.O. CARLSON ARPT: UNICOM freq 122.7. (4/80)
CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt clsd. (5/78)
LANCASTER ARPT: Rwy 13–31 non-std mkgs. (4/80)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18–36 OTS. (4/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

CHESTER MUNI ARPT: Rwy 17–35 CLSD UFN. (4/80)

SOUTH DAKOTA

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

JACKSON, MCKELLAR FLD ARPT: Arpt clsd to Cert Air Carrier 2200–0730 excp with PPR. (4/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)
SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)
TULLAHOMA MUNI ARPT: Rwys 06–24 & 14–32 clsd. (4/80)

TEXAS

ABILEEN MUNI ARPT: Thr rwy 35 dsplcd 1000 ft until 6/1. (4/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
BIG SPRING ARPT: Rwy 14–32 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft. Rwy 14–32 day VFR only. (2/80)
CHILDRESS ARPT: CTLZ 0600–2100 until May 10. (2/80)
VORTAC "CDS" unmon/voice OTS 2000–0600 until May 20. (2/80)
COLUMBUS ARPT: Rwy 13–31 rwy lights OTS UFN. (4/80)
CONROE ARPT: NDB "CXO" unmonitored when ATCT clsd. (4/80)
EAGLE PASS MUNI ARPT: Rwy 16–34 3053 ft by 75 ft. Thr rwy 34 dsplcd 435 ft. (4/80)
FALFURRIAS BROOKS COUNTY ARPT: NDB OTS until 6/25. (4/80)
FORT HOOD: VOR shutdown until May 1. (4/80)
GUTHRIE: VORTAC "GTH" unmon/voice OTS 2000–0600 until May 10. (2/80)
HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)
HOUSTON HULL FIELD ARPT: Rwy 17–35 4320 ft. by 75 ft. (4/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp High Intst. (9/79)
NEW BRAUNFELS: NDB shutdown until Apr 30. (4/80)
TYLER, POUNDS FLD ARPT: Rwy 4–22 OTS UFN. (3/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)
WACO-MADISON COPPER ARPT: ASR CMSND. (4/80)
WEATHERFORD PARKER COUNTY ARPT: Unicom freq 122.7. (4/80)

UTAH

NO NOTICES THIS ISSUE

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

CHARLOTTESVILLE-ALBEMARLE ARPT: PPR for ACR OPNS 2400–0600 wkday; 2100–0700 Sat;2400–0700; Sun (4/80)
DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)
HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)
HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.
STAUNTON/WAYNESBORO/HARRISONBURG SHENANDOAH VALLEY ARPT 12 hr PPR for ACR OPNS 2300–0700 daily. (4/80)

WASHINGTON

EVERETT SNOHOMISH COUNTY ARPT: ILS OM OTS. (4/80)
WENATCHEE PANGBORN ARPT: Airport clsd 1400–1830 5/3 and 1230–1700 5/4. Rwy 07–25 clsd 0800 5/2 to 1900 5/4. Heavy tfc. (4/80)

WEST VIRGINIA

CHARLESTON KANAWHA ARPT: Arpt clsd ACR except 1 hr PPR 2330–0645. (4/80)

MORGANTOWN MUNI-WALTER L. BILL HART ARPT: 24 hr PPR for ACR OPNS. (4/80)

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

EAU CLAIRE CLUNTY ARPT: Rwy construction 4/27–9/4. (4/80)

MOSINEE CENTRAL ARPT: CTLZ hours 0600–0030 LCL daily. (4/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd.

RHINELANDER, OMEIDA COUNTY ARPT: CTLZ hours 0500–2230 LCL daily. (4/80)

WYOMING

NEWCASTLE: LRCO ECS VOR 108.2T/122.1R. (4/80)

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD NOV-JAN

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2	Grn/Wht
N1351X	Bell 26A Hell	
N153LN	Piper Aztec PA	
N1652X	C-210 Turbo	Wht/Grn
N21007	C-182	Wht/Grn/Gld
N2216X	C-337	Red/Wht
N226JR	Piper PA-34-20	
N2794D	AC-560A	Wht/Blk
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA	
N4451	BE-35	Turq/Wht/Blk
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N5232J	CESSNA 310	Grn/Wht
N5235Y	Piper Aztec	Wht/Org/Yel
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6269B	C-T210	Wht
N6381X	CESSNA 402	Brn/Wht
N6446F	CESSNA 150	Wht
N6786U	M021	Tan/Org/Brn
N7236	CESSNA 210	Wht/Blu
N7320K	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N7470N	BEECHCRAFT	Wht/Blu
N7470N	Beechcraft	Wht/Blu
N749CB	Piper Navajo P	
N756PM	C-206	Brn/Wht
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brw
N9165M	C-206	Lgt Blu/Drk Blu

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		***INDEX***
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Texarkana TXK	A

MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
WI	Appleton Outagamie	A
		County

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/476 APRIL 3, 1980

EAST CENTRAL

ILLINOIS

FDC 0/355 FI/P (DEC) DECATUR, DECATUR, IL. ILS RWY 6 AMDT 8 CORRECT US GOVT CHART/A1–710/DELETE DME CHAN 46 AT THE I-DEC LCZR.

#FDC 0/361 FI/T (PWK) PAL-WAUKEE, CHICAGO (WHEELING), IL. IFR TKOF MINS AND DEP PROCS. ADD TKOF MINS RWY 6R/6L 200–1. IFR DEP PROCS RWYS 12L/12R AND 16 CLIMB RWY HDG TO 1000 FT BEFORE TURNING LEFT.

FDC 0/364 FI/P (RFD) GREATER ROCKFORD, ROCKFORD, IL. ILS RWY 36 AMDT 23 TERM RTES CHG ALTS CHANA INT/IAF/TO RF LOM NOPT/2000 FT. TUSEL INT/ IAF/TO RF LOM/NOPT 2000 FT. MIN ALT RF LOM 2000 FT. MIN GS INTOP ALT 2000 FT. GS ALT AT OM 1998 FT. AT MM 939 FT. GS ANGLE 2.75 DEG, TCH 62 FT. THIS IS ILS RWY 36 AMDT 24. NDB RWY 36 AMDT 20 TERM RTES CHG ALTS CHANA INT/IAF/TO RF LOM/NOPT/ 2000 FT. TUSEL INT/IAF/TO RF LOM/ NOPT/2000 FT. MIN ALT RF LOM 2000 FT. THIS IS NDB RWY 36 AMDT 21.

#FDC 0/390 FI/P (MDW) CHICAGO MIDWAY, CHICAGO, IL. IFR TKOF MINS CORRECT US GOVT CHART EAST CENTRAL VOL 3 EFF 21 FEB 80 TKOF MINS SHOULD READ ALL RUNWAYS 200–1.

#FDC 0/405 FI/P (DEC) DECATUR, DECATUR, IL. ILS RWY 6 AMDT 8 CORRECT US GOVT CHART (AL-710) CHG NOTICE EFF 20 MAR 80. DELETE CHAN 46 AT I-DEC LOCALIZER.
#FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

#FDC 0/403 FI/P (TVC) CHERRY CAPITAL TRAVERSE CITY, MI. IFR TKOF MINS AND DEP PROCS RE CHANGE NOTICE EFF 20 MAR 1980 EAST CENTRAL VOL 1 CHG TKOF MINS TO READ RWYS 5/18/36 STANDARD. RWY 10 400–1 OR STANDARD WITH MINIMUM CLIMB OF 300 FT/NM TO 1200 FT. RWY 23 400–1. RWY 28 1200–2 OR STANDARD WITH MINIMUM CLIMB OF 290 FT/NM TO 2000 FT. FAR 135 AUTH RWY 28 1/2 MI WITH MINIMUM CLIMB OF 290 FT/NM TO 2000 FT. IFR DEP PROC RWYS 5/18/23/36 CLIMB RWY HDG TO 2000 FT BEFORE TURNING WEST.
#FDC 0/407 FI/P (MKG) MUSKEGON COUNTY MUSKEGON, MI. LOC BC RWY 14 AMDT 4 CORRECT US GOVT CHART (AL-278) CHG NOTICE EFF 20 MAR 80. DELETE CHAN 36 AT I-MKG LOCALIZER AND I-MKG 5 DME WHEREVER IT APPEARS ON CHART. ILS RWY 32 AMDT 11 DELETE CHAN 36 AT I-MKG LOCALIZER.

INDIANA

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 0/264 FI/T (09G) MASON-JEWETT, MASON MI. IFR TAKEOFF AND DEPARTURE PROCEDURES. TAKEOFF MINS RWY 27 400–1. DEPARTURE PROCEDURES RWY 9 AND 27 CLIMB RWY HEADING TO 1400 FT BEFORE TURNING.

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/369 FI/T (HAI) THREE RIVERS MUNI DR. HAINES THREE RIVERS MI. VOR-A AMDT 4 CIRCLING MDA CAT C 1360 FT/HAA 536 FT. NDB RWY 27 AMDT 2 NDB/VOR MINIMA CIRCLING CAT C AND D NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

#FDC 0/442 FI/T (MOP) MT PLEASANT MUNICIPAL, MT PLEASANT, MI. VOR RWY 27 AMDT 5 CHG MIN ALT WINNZ MBS 25 DME TO 1300 SI RWY 27 MDA 1300 FT/HAT 545 FT ALL CATS. VIS CAT A B 1 MI CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CAT A B 1340 FT/HAA 585 FT VIS 1 MI CAT C MDA 1380 FT/HAA 625 FT VIS 1 3/4 MI CAT D MDA 1440 FT/HAA 685 FT VIS 2 1/4 MI. CHG PROC DATA NOTE RE ALSTG TO READ USE SAGINAW MI ALSTG LOCAL ALSTG NA.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

OHIO

#FDC 0/440 FI/T (YNG) YOUNGSTOWN MUNI YOUNGSTOWN, OH. ILS RWY 14 ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 3/4 MI ALL CATS. SI LOC RWY 14 VIS 3/4 MI CAT A/B/C 1 MI CAT D. PROC DATA NOTE CHGD TO READ CAT A/B/C SI LOC VIS INCREASED 1/4 MI FOR INOP MALSR. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY. ILS RWY 32 AMDT 19 SI RWY 32 VIS 3/4 MI ALL CATS. SI LOC RWY 32 VIS 3/4 MI CAT A/B/C 1 1/4 MI CAT D. ADD PROC DATA NOTES CAT A/B/C SI LOC VIS INCREASED 1/4 MI FOR INOP ALS. INOP TABLE DOES NOT APPLY. RADAR-1 AMDT 5 SI RWY 32 VIS 3/4 MI CAT A/B/C 1 1/4 MI CAT D. SI RWY 14 VIS 3/4 MI CAT A/B/C 1 1/4 MI CAT D. ADD PROC DATA NOTES CAT A/B/C SI VIS RWY 14 AND 32 INCREASED 1/4 MI WITH INOP MALSR AND ALS. INOP TABLE DOES NOT APPLY. NDB RWY 32 AMDT 14 SI RWY 32 VIS 1 MI CAT A/B/C 1 1/2 MI CAT D. ADD PROC DATA NOTES CAT C SI VIS INCREASED 1/4 MI WITH INOP ALS. INOP TABLE DOES NOT APPLY.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

#FDC 0/406 FI/P /ARV/ LAKELAND MINOCQUA-WOODRUFF WI. NDB RWY 36 AMDT 2 CORRECT US GOVT CHART /AL-5692/ EAST CENTRAL VOL3 EFF 21 FEB 80. CHANGE INTS NAMES FLAMBEAU TO FLAME AND CEDAR TO CESSI.

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1658 FI/T (MKE) GENERAL MITCHELL FIELD MILWAUKEE WI. LOC RWY 25L AMDT 3 CHANGE TRML RTE BRG AND DIST SUDDS INT (IAF) TO FAHEY INT (NOPT) TO 203 BRG/5.6 MILES (OBK R-023) AND 249 BRG/16.1 MI (I-XJN) ALT 2500 FT. ILS RWY 19R AMDT 4 CHANGE TRML RTE BRG AND DIST SUDDS INT TO BL LOM 256 BRG/23 MILES ALT 2800 FT.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

#FDC 0/474 FI/P EFFECTIVE MAY 15, 1980 AIRWAY V99 BETWEEN EAGRE INT, CONN. TO LAYER INT, CONN. MEA 3000 FT. MOCA 2300 FT.

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030–0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400–1.

#FDC 0/453 FI/T (AUG) AUGUSTA STATE AUGUSTA ME. VOR/DME RWY 8 AMDT 8. SI MINS NA AT NIGHT.

#FDC 0/460 FI/T (6B6) MINUTE MAN AIRFIELD STOW, MA. NDB-A AMDT 5 PROC NA AT NIGHT AFTER 0300Z EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/153 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. SDF RWY 26 AMDT 1 PROC NA.

FDC 9/1089 FI/T (PSF) PITTSFIELD MUNI PITTSFIELD MA. NDB RWY 26 AMDT 2. TRANSITION ALTITUDE BETWEEN GRISY INT AND BQI NDB 4400 FT.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 0/308 FI/P (BGM) BROOME COUNTY BINGHAMTON NY. VOR RWY 10 AMDT 3 MISSED APPROACH CLIMBING LEFT TURN TO 3300 FEET DIRECT TO BGM VORTAC AND HOLD WEST LEFT TURNS 076 INBOUND. THIS IS AMDT 4.

#FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

#FDC 0/461 FI/T (LGA) LAGUARDIA, NEW YORK, NY. ILS RWY 13 AMDT 11. SI ILS RWY 13 DH 409 HAT 396 VIS RVR 4000 FT ALL CATS. SI LOC RWY 13 CATS A/B VIS RVR 4000 FT. INOPERATIVE TABLE DOES NOT APPLY TO MM. WHEN SSALR INOPERATIVE INCREASE SI ILS CAT D TO RVR 6000 FT, CAT A/B CIRCLING VIS TO 1 1/4 MILES. MISSED APPROACH POINT: ILS AT DH; LOC 4.1 MILES AFTER PASSING HUDER LOM. MISSED APPROACH: CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT UR LOM AND HOLD NE, LEFT TURNS, 224 INBOUND. CHANGE PROCEDURAL DATA/NOTE GS UNUSABLE BELOW 234 FT TO READ ILS UNUSABLE FROM DH/MAP INBOUND.

#FDC 0/465 FI/P (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 4 CORRECT US GOVT CHART/AL-996/PROCEDURAL DATA/NOTE. WHEN CONTROL ZONE NOT EFFECTIVE PROCEDURE NA.

#FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

#FDC 0/473 FI/T (RVL) MIFFLIN COUNTY, REEDSVILLE, PA. LOC RWY 6 AMDT 2 PROC DATA NOTE CHG UNICOM FREQ FOR OBTAINING MIFFLIN COUNTY ALSTG TO 122.7.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D> ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/246 FI/P MEA ON V13 BETWEEN WESFO INT, AR. TO RAZORBACK VORTAC /RZC/, AR. 3100 N-BOUND.

FDC 0/284 FI/P (PGR) PARAGOULD MUNI PARAGOULD AR. RWY 5/23 RENUMBERED RWY 4/22. NDB RWY 5 AMDT 6 REDESIGNATED NDB RWY 4 AMDT 7.

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1828 FI/T (M32) LAKE VILLAGE MUNI LAKE VILLAGE AR. VOR-A AMDT 3 VOR-B AMDT 1 CAT C AND D MDA 700 FT.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

# FDC 0/434 FI/P /HRO/ BOONE COUNTY HARRISON AR. VOR-A AMDT 6. MISSED APPROACH. CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 3500 DIRECT HRO VOR AND HOLD NW RIGHT TURNS 133 INBOUND THIS IS AMDT 7.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 0/228 FI/T/MLU/MONROE REGIONAL MONROE LA. RADAR-1 AMDT 1 ASR RWY 31 AND ASR RWY 35 MDA 480 FT/HAT 402 FT ALL CATS. VIS CAT C 1 1/4 MILE.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. Si-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

FDC 9/2159 FI/T (LFT) LAFAYETTE REGIONAL, LAFAYETTE, LA. VOR RWY 1 AMDT 13, RADAR-1 AMDT 2 ASR RWY 19 STRAIGHT IN MINIMUMS NA AT NIGHT.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

#FDC 0/357 FI/T (CSM) CLINTONSHERMAN, CLINTON, OK. VOR RWY 35L AMDT 5. SI MDA 2340 FT/HAT 427 FT ALL CATS.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

#FDC0/290 FI/P /CSM/ CLINTON-SHERMAN OK. ILS RWY 17R ORIG NDB RWY 17R AMDT 4 VOR RWY 35L AMDT 4 DELETE NOTE PROC NA. ADD NOTE ACTIVATE HIRL SALS SSALR RWYS 17R/35L – 119.6. VOR RWY 35L MISSED APPROACH CLIMB TO 3800 DIRECT FOSSI LOM AND HOLD. THIS IS ILS RWY 17R AMDT 1 NDB RWY 17R AMDT 5 VOR RWY 35L AMDT 5.

#FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

#FDC 0/436 FI/P /CSM/ CLINTONSHERMAN CLINTON OK. ILS RWY 17R AMDT 1 EFF 26 FEB 80. CORRECT US GOVT CHART/AL-778/ AMDT ORIG MISSED APPORACH CLIMB TO 3800 FT DIRECT BFV VOR AND HOLD.

#FDC 0/446 FI/T/OKC/WILL ROGERS WORLD, OKLAHOMA CITY, OK. NDB RWY 17R AMDT 18 SI MDA 1680 FT/BAT 398 FT ALL CATS.

FDC 9/2185 FI/T /OK33/ SHANGRI-LA AFTON OK. NDB RWY 35 AMDT 1, VOR/DME-A ORIG LOCAL ALSTG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/195 FI/T/SLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LARADO TX ALSTG AND INCREASE ALL MDA 260 FT.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

#FDC 0/341 FI/P (CNW) JAMES CONNALLY, WACO, TX. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. RWYS 3/21/17L/17R 12/30/35L/35R STANDARD. FAR 135 AUTH RWY 17L 1/2 MILE. AMDT ORIG.

#FDC 0/342 FI/P (ACT) WACO-MADISON COOPER, WACO, TX. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. RWYS 1/5/14/19/23/32 STANDARD. FAR 135 AUTH RWY 19 RVR 2400. AMDT ORIG.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2048 FI/T (3R5) NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. NDB RWY 22 AMDT 2 SI MDA 1280 FT/HAT 636 FT ALL CATS. SI VIS 2 MILE CAT D. CIRCLING MDA 1280 FT/HHA 634 FT ALL CATS. CIRCLING VIS 2 MILE CAT D.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

#FDC 0/399 FI/T/GRP/CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35 AMDT 4 SI-LOC MDA 380 FT/HAT 339 FT ALL CATS. RADAR-1 AMDT 7 ASR RWY 35 MDA 440 FT/HAT 399 FT ALL CATS.

#FDC 0/423 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. RADAR-1 AMDT 1 ASR R28 SI MDA 3280 FT/HAT 425 FT ALL CATS.

#FDC 0/443 FT/T /BRO/ BROWNSVILLE INTERNATIONAL BROWNSVILLE TX. ILS RWY 13R AMDT 5 NDB RWY 13R AMDT 8 LOC BC RWY 31L AMDT 5 NDB RWY 31L AMDT 1 RNAV RWY 35L ORIG RNAV RWY 17R ORIG VOR RWY 26 AMDT 17 ACTIVATE MALSR RWY 13R 118.9.

#FDC 0/472 FI/T/ILS/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1–122.7.

SOUTHEAST

ALABAMA

FDC 0/241 FI/T /ANB/ ANNISTONCALHOUN COUNTY, ANNISTON, AL. TAKEOFF MINIMUMS RWY 23 STANDARD. RWY 5, 900–1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT/NM TO 1600. IFR DEPARTURE PROCEDURES RWY 23. CLIMB WEST BOUND TO 3000 ON TDG VORTAC R-085 BEFORE TURNING SOUTH OR EAST BOUND. RWY 5, CLIMBING RIGHT TURN TO INTERCEPT TDG VORTAC R-085, CLIMB EAST BOUND TO 3000 BEFORE PROCEEDING ON COURSE.

#FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FDC 8/1678 FI/T (MOB) BATES FIELD MOBILE ALABAMA. TAKEOFF MINIMUMS. RVR 4000 FT AUTHORIZED RWY 14 /FAR 135/.

FDC 9/1467 FI/T (HUA) REDSTONE AAF, REDSTONE ARSENAL AL. NDB RWY 17 AMDT 8 NDB RWY 35 AMDT 12 NA WHEN ATCT CLOSED.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210–300, 2600; 300–210, 1700.

#FDC 0/395 FI/T (X25) LAKE WALES MUNI LAKE WALES FL. VOR/DME-B ORIG NA. FROM 2300 LCL UNTIL DAWN DAILY.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/1898 FI/T (OPF) OPA LOCKA MIAMI FL VOR RWY 9L AMDT 12 LOC RWY 9L ORIG MSA FROM MIA VORTAC 360–220, 2500; 220–360, 1500.

FDC 9/2075 FI/T (PIE) ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. NDB RWY 17L AMDT 18. ILS RWY 17L AMDT 16. TERMINAL ROUTE FROM HINGE INT /IAF/ TO CAPOR IOM NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

FDC 9/2191 FI/T /VRB/ VERO BEACH MUNI VERO BEACH FL. VOR RWY 11 AMDT 10 REDESIGNATED VOR RWY 11R. VOR/DME RWY 29 CRIG REDESIGNATED VOR/DME RWY 29L.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200–1.

FDC 0/253 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 2 AND VOR/DME RWY 36 AMDT 3 NA.

#FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

#FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

#FDC 0/404 FI/P (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTL ATLANTA GA. CORRECT US GOVT CHART STAR-MACEY TWO ARRIVAL/ MACEY. MACEY 2/ATLANTA GA. CORRECT TO READ. LANDING EAST. EXPECT CLEARANCE TO CROSS LOGEN AT 14000 FT AT 250K.

#FDC 0/418 FI/T (4A4) CORNELIUSMOORE FIELD CEDERTOWN GA. VOR-A AMDT 9 RNAV RWY 28 ORIG AND RNAV RWY 10. ORIG PROCEDURES NOT AUTHORIZED AT NIGHT.

#FDC 0/463 FI/P (27A) ELBERT COUNTY-PATZ FIELD ELBERTON GA. VOR/DME-A ORIG CANCELLED.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

FDC 9/2023 FI/T (CSG) COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 8 PROC NA.

KENTUCKY

FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C; RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT> CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR> CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS, CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A,B,C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR.

#FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

#FDC 0/422 FI/T (016) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 9/2117 FI/T (016) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

MISSISSIPPI

FDC 0/277 FI/T (MMS) SELFS MARKS MS. NDB-A ORIG NA.

#FDC 0/419 FI/T (M83) MCCHAREN FIELD WEST POINT MS. TAKEOFF MINIMUMS RWY 18 STANDARD. RWY 36 400–1 OR STANDARD WITH MINIMUM CLIMB OF 290 FT/NM TO 600 FT.

#FDC 0/447 FI/T (GWO) GREENWOODLEFLORE, GREENWOOD, MS. VOR RWY 5 AMDT 6 SI RWY 5 MINS NA AT NIGHT.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA>

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

#FDC 0/464 FI/T (BNL) BARNWELL COUNTY BARNWELL SC. NDB-A AMDT 3 AND NDB RWY 4 ORIG PROC NA AT NIGHT.

#FDC 0/471 FI/T (GSP) GREENVILLESPARTABURG, GREER, SOUTH CAROLINA. LOC RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000. RNAV RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000.

TENNESSEE

FDC 0/175 FI/T /CHA/ LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 2 AMDT 1 SILS-2 AND S-LOC-2 CATS A, B, C INOPERATIVE TABLE DOES NOT APPLY TO MALSR. WHEN INOPERATIVE S-LOC-2 CAT "C" INCREASE 1/4 MILE.

FDC 0/362 FI/T (THA) TULLAHOMA MUNI ARPT, SOESBE-MARTIN FIELD, TULLAHOMA, TN. VOR RWY 32 AMDT 5, VOR/DME RWY 14 AMDT 2 NA>

FDC 0/388 FI/T (CKV) OUTLAW FIELD CLARKSVILLE TN. LOC RWY 34 ORIG AND NDB RWY 34 ORIG NA.

#FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/143 FI/T (CIC) CHICO MUNI CHICO CA. NDB RWY 13L ORIG SI MDA 780 FT/HAT 542 FT ALL CATS. SI VIS 1 MILE CAT A/B 11/2 MILE CAT C 13/4 MILE CAT D. CIRCLING MDA 780 FT/HAA 542 FT CAT A/B/C.

FDC 0/167 FI/T SANTA YNEX CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

#FDC 0/401 FI/T /RDD/ REDDING MUNI REDDING CA. VOR RWY 34 AMDT 8 CIRCLING VIS 1 3/4 MILE CAT C. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. RWYS 12/16/30/34 STANDARD. FAR 135 AUTH RWY 34 1/2 MILE.

# FDC 0/414 FLIGHT RESTRICTION 10 STATUTE MILE RADIUS OF THE PRIEST CA. /ROM/ VOR 350 DEGREE RADIAL AT 9 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 6000 ABOVE GROUND LEVEL. PASO ROBLES CA. /PRB/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES 201800–210320.

# FDC 0/467 FI/T /ACT/ ARCATA ARCATAEUREKA CA. ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15–33 – 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

# FDC 0/438 FI/P /PUB/ PUEBLO MEMORIAL PUEBLO CO. LOC BC RWY 25R AMDT CANCELLED.

# FDC 0/439 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDESIGNATED 8L/26R. IFR DEP PROC TKOF MINS RWY 8L-R/26L R 12 17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

UTAH

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000–360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/250 FI/P (BRL) BURLINGTON MUNI BURLINGTON IA. IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF MINIMUMS RWY 12/18/30/36 STANDARD. FAR 135 AUTHORIZATIONS RWY 36 1/2 MI AMDT ORIG.

FDC 0/293 FI/T (CID) CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 AND NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA. ACTIVATE SALSR RWY 9 – 118.7.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/105 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS MN. ILS RWY 31 AMDT 6 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 0/227 FI/T/MSP/MINNEAPOLIS-ST PAUL INTERNATIONAL WOLD-CHAMBERLAIN/ MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS. VIS CAT D 1 1/2 MI. CIRCLING MDA 1360 FT/ HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4, ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. NDB RWY 29L AMDT 21 SI MDA 1440 FT/HAT 618 FT ALL CATS VIS CAT C RVR 6000 FT. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. NDB RWY 29R AMDT 9 SI MDA 1440 FT/HAT 617 FT ALL CATS VIS CAT C 1 3/4 MI. CIRCLING MDA 1460 FT/HAA 619 FT ALL CATS. VIS CAT C 1 3/4 MI. ILS RWY 29R AMDT 4 SI LOC MDA 1380 FT/HAT 557 FT ALL CATS. CIRCLING MDA 1380 FT/ HAA 539 FT CATS A B C.

FDC 0/337 FI/T (CKN) CROOKSTON MUNI-KIRKWOOD FIELD, MN. VOR RWY 31 AMDT 1 NOT AUTHORIZED>

#FDC 0/402 FI/P (FCM) FLYING CLOUD MINNEAPOLIS MN. VOR RWY 9R ORIG PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36 118.1. ODALS INOPERATIVE. THIS IS VOR RWY 9R AMDT 1. VOR RWY 9L AMDT 9 TERM RTE CHG BRG PRIOR INT TO FCM VOR/DME TO 353 VICE 355. PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36–118.1. THIS IS VOR RWY 9L AMDT 10. VOR RWY 36 AMDT 5 TERM RTE CHG BRG PRIOR INT TO FCM VOR/DME TO 353 DEG VICE 355. PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36–118.1. ODALS INOPERATIVE. THIS IS VOR RWY 36 AMDT 6.

#FDC 0/409 FI/P (53D) GLENWOOD MUNI GLENWOOD MN. IFR TKOF MINS CORRECT US GOVT CHART CHANGE NOTICE EFF 20 MAR 80 NORTH CENTRAL VOL 1 BY ADDING FLWG TKOF MINS RWYS 5/23/33 STANDARD. RWY 15 100–1.

#FDC 0/416 FI/T (AUM) AUSTIN MUNI AUSTIN MN. VOR RWY 17 AMDT 10 VOR RWY 35 AMDT 10 PROCS NA.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/139 FI/T (94K) CASSVILLE MUNI, CASSVILLE MO. VOR RWY 8 ORIG. DELETE PROCEDURAL DATA/NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD PROCEDURAL DATA/NOTE ACTIVATE MIRL RWY 8 – 123.0.

FDC 0/223 FI/T/TBN?FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 1 LOC RWY 14 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14–118.

FDC 0/266 FI/P (MAW) MALDEN MUNI, MALDEN MO. VOR RWY 31 AMDT 7. CORRECT US GOVT CHART /AL878/ MIN ALT FAF 1600 FT.

FDC 0/289 FI/T (BUM) BUTLER MEMORIAL BUTLER MO. VOR_A AMDT 3 PROC NA.

FDC 0/332 FI/T (STL) LAMBERT-ST. LOUIS INTERNATIONAL, ST. LOUIS, MO. RADAR-1 AMDT 23. SI ASR RWY 30L MDA 1040 FT HAT 469 FT ALL CATS. CAT C VIS RVR 4000 FT, CAT D VIS RVR 5000 FT, CAT E VIS RVR 6000 FT. CAT A AND B VIS BECOME RVR 5000 FOR INOPERATIVE MALSR RWY 30L.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/258 FI/T (RAP) RAPID CITY REGIONAL RAPID CITY SD. NDB-A ORIG US ARMY MINIMUM ALT RAP NDB /FAF/ 4600 FT. MDA ALL CATS 4080 FT. HAA 898 FT. VIS CAT B 1 1/4 MI CAT C 2 3/4 MI CAT D 3 MI. ALTERNATE MINIMUM 1300–3.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 9/1961 FI/T (S33) CITY COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 PROC NA.

#FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

#FDC 0/456 FI/T /S33/ CITY-COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 NOT AUTHORIZED.

#FDC 0/475 EFF 020800 FLIGHT RESTRICTION 10 STATUTE MILE RADIUS WEST SIDE AND 20 STATUTE MILE RADIUS EAST SIDE OF A NORTH/SOUTH AXIS OF PORTLAND OR. /PDX/ VORTAC 012 DEGREE RADIAL 032 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 60000 FEET MEAN SEA LEVEL. OPERATORS OF AIRCRAFT CARRYING PROPERLY ACCREDITED NEW MEDIA AND OFFICIAL BUSINESS PERSONS SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. /PDX/ FLIGHT SERVICE STATION OR SEATTLE WA. /SEA/ FLIGHT SERVICE STATION. THE ABOVE FLIGHTS SHALL OBTAIN AUTHORIZATION TO ENTER THE FLIGHT RESTRICTION AREA FROM SEATTLE ARTCC ON THE FREQUENCY SPECIFIED BY THE COORDINATING FLIGHT SERVICE STATIONS. EXIT NOTIFICATION IS MANDATORY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA/ ARE COORDINATING FLIGHT SERVICE STATIONS.

WASHINGTON

FDC 0/324 FI/P (GEG) SPOKANE INTERNATIONAL SPOKANE, WA. LOC RWY 3 AMDT 3. CORRECT US GOVT CHART/ AL-403 PROCEDURE TURN SOUTH SIDE OF CRS 205 OUTBOUND 4000 FT WITHIN 10 MI OF GEG VORTAC.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

#FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

#FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

#FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

#FDC 0/426 FI/P /BIG/ ALLEN AAF DELTA JUNCTION/FORT GREELY AK. VOR/DME OR TACAN RWY 18 ORIG. TERMINAL ROUTES R-281 BIG VORTAC CW/ IAF/ TO R-011 BIG VORTAC/NOPT/VIA 15 DME ARC AND R-091 BIG VORTAC CCW/IAF/ TO R-011 BIG VORTAC/NOPT/VIA 15 DME ARC ALT 4600 FT. THIS IS AMDT 1.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/114 CORRECTION TO US GOVERNMENT ENROUTE LOW ALTITUDE CHART L-23 PANEL C EFFECTIVE 24 JAN 1980. REVISE RESTRICTED AREA NOTE R5502A TO INCLUDE R5502B 1300–2200Z DAYLIGHT SAVING TIME TUESDAY-THURSDAY.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MEMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347–3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the Graphic Notices and Supplemental Data dated January 1980:

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

UNICOM FREQUENCIES AT UNCONTROLLED AIRPORTS

At the present time there are three UNICOM frequencies, 122.7, 122.8 and 123.0 available for assignment to uncontrolled airports. In the past, no attempt has been made to assign these frequencies in such a way as to reduce frequency congestion between adjacent airports. To reduce frequency congestion, a frequency assignment plan has been developed for 15 areas of the country which have a high concentration of uncontrolled airports. Specifically, these areas are: New York/New Jersey, Washington, D.C./Maryland/Virginia, Atlanta, Chicago/Milwaukee, Cleveland, Los Angeles, Denver, Cincinnati/Dayton/Columbus, Seattle, Detroit/Toledo, Indianapolis, Houston, Dallas/Fort Worth, Pittsburgh and Boston. The FCC has requested a significant number of UNICOM operators located in the above areas to change frequencies in accordance with the plan.

Over the next 6 to 12 months there will be numerous UNICOM frequency changes. During this transition period directory/supplements or appropriate charts may not accurately reflect UNICOM frequency assignments at uncontrolled airports. Pilots destined for one of the areas noted above are urged to verify the UNICOM frequency in use during preflight briefings or with the FSS associated with the airport destination.

SPECIAL NOTICE

Recommended VFR Flight Procedures in the "Niagara Scenic Falls" Area.

Due to the high concentration of Sightseeing Flights in the Niagara Falls Area and in the interest of Flight safety, the following procedures are recommended:

(1) A RIGHT HAND CIRCUIT PATTERN WITH NORTH END RIGHT TURN AREA, SOUTH OF THE RAILRAOD BRIDGE ACROSS THE NIAGARA GORGE - AND SOUTHERN RIGHT TURN AREA NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA RIVER).

(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY: I.E. NORTHBOUND OR SOUTHBOUND, AND MONITOR THE FREQUENCY WHILE IN THE PATTERN.

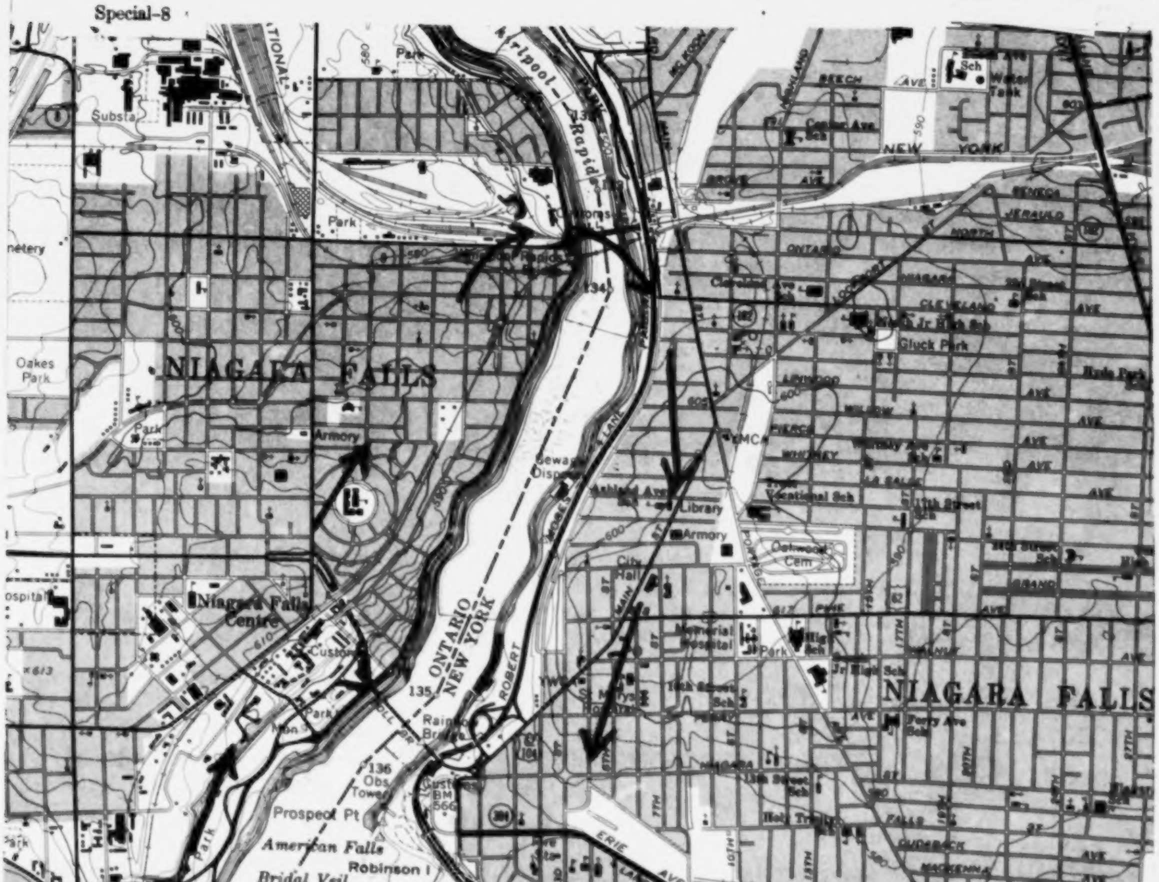
(3) IT IS RECOMMENDED THAT (a) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL. (b) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL. (c) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS.+, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

IMPORTANT NOTE

OBTAIN CURRENT ALTIMETER SETTING PRIOR TO JOINING THE PATTERN THROUGH EITHER NIAGARA FALLS TOWER FREQ. 118.5 MHZ, OR ST. CATHARINES TOWER FREQ. 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN "THE WHIRLPOOL" AND "HORSESHOE FALLS" ARE EXTREMELY NOISE SENSITIVE. MAINTAIN AT LEAST 2200 FT. ASL OVER THIS AREA PRIOR TO JOINING THE PATTERN.

Special-8



NIAGARA FALLS
NIAGARA FALLS
Whirlpool Rapids
Oakes Park
Armory
Niagara Falls Centre
Customs
ONTARIO
NEW YORK
Rainbow Bridge
Obs Tower
Prospect Pt
American Falls
Bridal Veil Falls
Robinson I
Bird I
Green I
NIAGARA FALLS
Terrapin Pt
Goat Island
NEW YORK STATE RESERVATION
Brother I
Three Sisters Islands
Horseshoe
Powerplant
Park
Powerplant
Dufferin Island Park
Montrose Junction
Falls View
NIAGARA
UNITED STATES
CANADA
RIVE
Light
Intake
Intake
Gluck Park
Library
Armory
City Hall
Memorial Hospital
YMCA
Oakwood Cem
ERIE AVE
BUFFALO AVE
ROBERT
NEW YORK AVE
Sewage Disposal
Cemetery
Hospital
Substa
Substa

LOUISVILLE, KENTUCKY

SPECIAL AIR TRAFFIC PROCEDURES FOR DERBY WEEK
MAY 1, 2, 3, AND 4, 1980

DERBY DAY, SATURDAY, MAY 3, 1980

Due to the large volume of traffic in the Louisville area during "Derby Week" May 1 through May 4, 1980, the following information and special procedures are provided for aircraft arriving and departing Standiford Field. Recommended procedures for flights arriving and departing Bowman Field are also included.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft.

ARRIVAL DELAYS - Standiford Field - Expect delays of one to two hours from 0800-1600 EST on May 3, 1980. Little delay is expected for aircraft landing Bowman Field. Single and twin engine propeller aircraft (IFR & VFR) are encouraged to use that airport. Bowman Field is located five miles northeast of Standiford Field. Bowman Tower operates 0700-2300 EST. Bowman ATIS information is available on BQM TVOR, frequency 112.2 MHZ.

DEPARTURE DELAYS. Expect to encounter considerable delays from 1730-2200 EST, May 3, 1980 and all day May 4, 1980.

ATIS - SDF 118.15; LOU 112.2 - It is imperative that all pilots landing at Standiford or Bowman Field who participate in Stage III radar service monitor ATIS prior to approach control or VFR control to obtain important advance information.

VFR ARRIVAL PROCEDURES - EFFECTIVE 0800 EST MAY 1, 1980 THROUGH 1600 EST MAY 3, 1980. VFR Flights landing at Standiford or Bowman Field contact Standiford Approach Control on frequency 126.55 over one of the VFR reporting points depicted on Louisville TRSA-71 Chart (AIM, GRAPHIC NOTICE & SUPPLEMENTAL DATA SECTION). Advise the ATIS information and destination airport on initial contact. Please keep your transmissions short, and stay alert!

IFR ARRIVALS. IFR Flights should file their flight plan from point of departure. Due to frequency congestion, Indianapolis Center will be unable to copy flight plans. Pilots are advised to schedule arrivals for Thursday, May 1, Friday May 2, or prior to 1200 EST May 3, 1980.

DEPARTURE PROCEDURES - Standiford Field - Effective 1730-2200 EST May 3, and all day May 4, 1980. Indianapolis Center requests IFR departures to file flight plans at least two hours prior to proposed departure time. Aircraft that depart VFR and expect to air file IFR flight plan can expect up to two hours delay for clearance within 100 mile radius of Louisville, KY.

Regularly scheduled Standiford air carriers - NORMAL HANDLING. All other Standiford departures regardless of their stature (IFR, VFR, VFR NON-PARTICIPANT IN STAGE III) are required to check-in at the FAA BOOTH located at Butler Aviation. Detailed departure instructions will be disseminated at this booth so your cooperation is imperative. Adherence to these instructions will expedite your departure.

BOWMAN FIELD - Monitor ATIS on 112.2 prior to taxi. Only minor departure delays are expected on May 3 and May 4, 1980.

VFR ENROUTE TRAFFIC. It is recommended that VFR overflights remain clear of a 30 mile radius of Standiford Field below 10,000 feet due to congestion of high performance aircraft climbing to and descending from 10,000 feet.

NOTE:

1. Artillery firing from the surface to 10,000 feet MSL in R3704 located 13 miles south of Standiford Field. Familiarize yourself with this area - - - IT WILL BE ACTIVE!

2. Stage III service information in Part 1 and TRSA-71 of Part 4 of the AIM. See attached map of this Special Notice for VFR reporting points and revised frequencies. Be alert to WAKE TURBULENCE in the TERMINAL AREA.

3. No aircraft may operate within five (5) miles of Standiford Field below 3000 feet AGL except for the purpose of arriving or departing Standiford or Bowman Airports.

BE ALERT FOR CHANGING AIRPORT NOTAMS

FLIGHT RESTRICTION - DERBY BOAT RACE

APRIL 30, 1980

PURSUANT TO FAR 91.91, TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT IN ALL AIRSPACE BELOW 2,500 FEET MSL WITHIN ONE (1) MILE EITHER SIDE OF THE OHIO RIVER FROM THE SHERMAN MINTON BRIDGE NORTHEAST TO SIX MILE ISLAND. NO AIRCRAFT MAY OPERATE IN THE ABOVE AIRSPACE FROM 1600 EST UNTIL SUNSET, APRIL 30, 1980, WITHOUT SPECIFIC APPROVAL OF THE ADMINISTRATOR. FOR FURTHER INFORMATION CONTACT GENERAL AVIATION DISTRICT OFFICE NO. 13, 502-582-6116, OR LOUISVILLE FLIGHT SERVICE STATION, 502-451-5344.

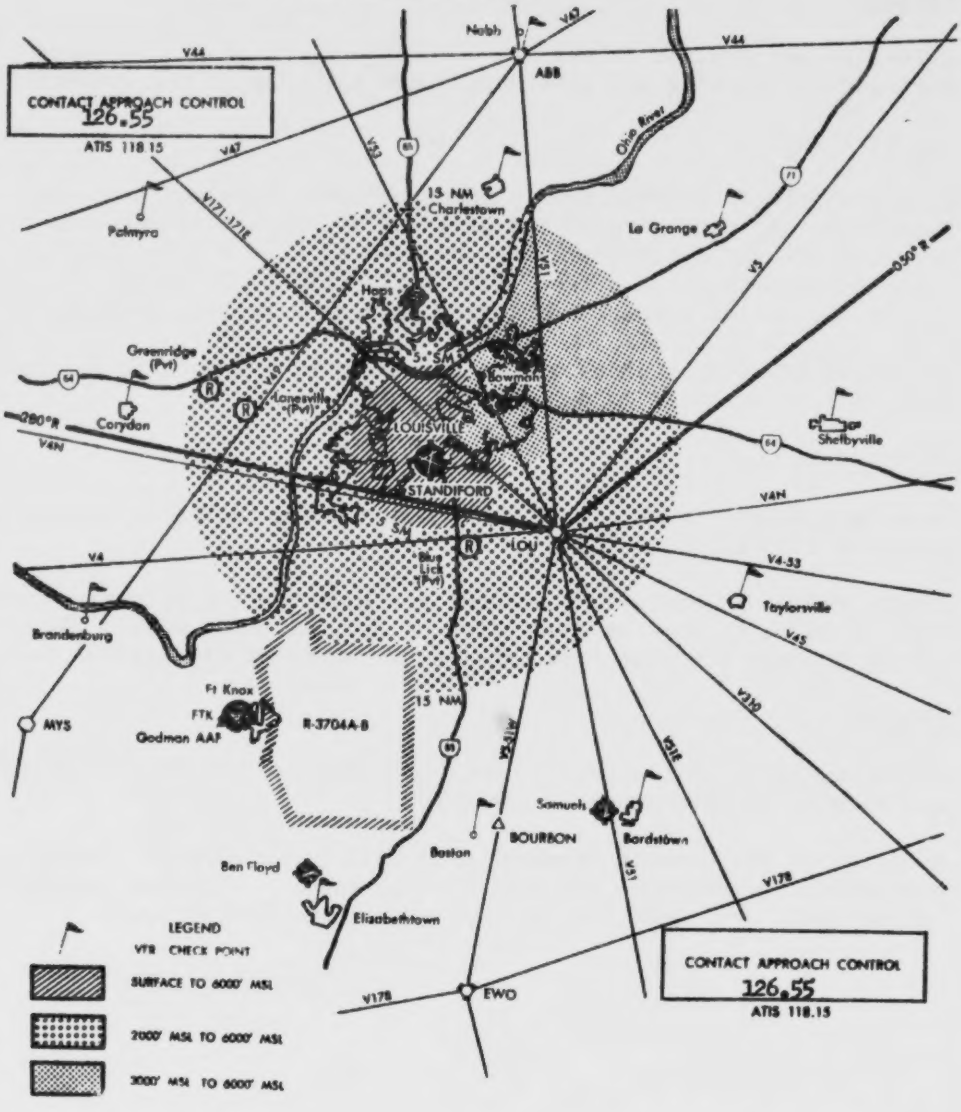
DERBY WEEK-MAY 1, 2, AND 3, 1980

VFR ARRIVALS

STANDIFORD FIELD, LOUISVILLE, KENTUCKY

FIELD ELEVATION 497 FT MSL

VFR AIRCRAFT LANDING AT STANDIFORD OR BOWMAN FIELD DESIRING STAGE III SERVICE CONTACT STANDIFORD APPROACH CONTROL FREQUENCY 126.55 OVER ONE OF THE VFR REPORTING POINTS. ADVISE ATIS INFORMATION AND DESTINATION AIRPORT. IT IS RECOMMENDED THAT OTHER VFR AIRCRAFT REMAIN CLEAR OF THE STANDIFORD TRSA.


CONTACT APPROACH CONTROL
126.55
ATIS 118.15
V44
V47
Nabb
ABB
V53
65
15 NM
Charlestown
Ohio River
71
Palmyra
V171-171E
La Grange
V5
V51
050°R
Haps
Greenridge (Pvt)
64
5 SM
Bowman
Lanesville (Pvt)
V49
R
Corydon
280°R
V4N
LOUISVILLE
Shelbyville
STANDIFORD
5 SM
LOU
V4
Blue Lick (Pvt)
V4-53
Taylorsville
V45
Brandenburg
V210
Ft Knox
FTK
Godman AAF
R-3704A-B
15 NM
MYS
V53-171W
V51E
Samuels
Bardstown
BOURBON
Boston
Ben Floyd
Elizabethtown
V178
EWO
CONTACT APPROACH CONTROL
126.55
ATIS 118.15
LEGEND
VFR CHECK POINT
SURFACE TO 6000' MSL
2000' MSL TO 6000' MSL
3000' MSL TO 6000' MSL

OFFSHORE OIL TECHNOLOGY CONFERENCE
HOUSTON, TEXAS
MAY 5 - 8, 1980

Due to the large volume of air traffic anticipated for the Offshore Oil Technology Conference in Houston, Texas, May 5 through May 8, 1980, the following information is provided for pilots planning to operate in the Houston area during this period.

GENERAL.

Extensive air traffic delays and airport congestion are expected during early morning and afternoon hours each day of the conference.

FLIGHT PLANS.

Pilots should file IFR flight plans specifying date and proposed departure time with Houston FSS at least 48 hours in advance of the proposed departure time. Pilots who wish to file a "Fast-File" proposed departure IFR flight plan should call (713) 644-8676. Pilots who desire a weather briefing should call (713) 644-8361.

Air-filed IFR flight plans within 200 miles of the Houston Terminal Area will be accepted in emergencies only.

DEPARTURES.

Departure delays in excess of three hours are anticipated between the hours of 1200Z/1600Z daily.

Ground delays in excess of one hour are expected for aircraft requesting IFR clearance to Houston Hobby Airport from airports within 200 miles of the Houston Terminal Area between the hours of 1100Z/1600Z daily.

ARRIVALS.

Airborne delays of one hour or more are expected for Houston Hobby and Houston Intercontinental arrivals.

Metering to the Houston Terminal Area will be in effect. Delays will normally be absorbed in the center environment. Metering ensures that IFR arrivals are handled on a first-come first-served basis.

SPECIAL NOTICE

TERMINAL RADAR SERVICE AREAS (TRSA)

Beginning April 17, 1980, Terminal Radar Service Area (TRSA) will be shown on the Sectional Aeronautical and VFR Terminal Area Charts.

Stage III Service (Radar Sequencing and Separation Service for VFR aircraft) is now only advertised in the Airport/Facility Directory and the Graphic Notices and Supplemental Data Publication.The purpose of this service is to provide separation between all participating VFR aircraft and all IFR aircraft operating within the airspace defined as the Terminal Radar Service Area (TRSA). Pilot participation is urged,but it is not mandatory.

If any aircraft does not want the service, the pilot should state NEGATIVE STAGE III, or make a similar comment on initial contact with approach control or ground control, as appropriate.

TRSA's will be symbolized by an outline of the entire area including the various sectors and will be shown in a magenta (red) color. Each altitude sector will be identified in a magenta solid color by the MSL ceiling and floor values within the respective sector. The chart will have a note identifying the TRSA and will advise where to obtain the appropriate frequency.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITIAN COMPLEX

Request the following recommended IFR routes from the New York Metropolitan complex and points south, to satellite airports in the Boston Terminal Area be published in Notice to Airmen, Class Two NOTAM as a special notice beginning May 15, 1980, for a period of six months.

TO: Hanscom Field (BED), Minuteman (6B6), Tew-Mac (BQ9), Lawrence (LWM), Beverly (BVY), Haverhill (8B6) and Plum Island (2B2).

FROM: New York Metropolitan area.

OVER: Madison VORTAC or Hartford VORTAC .

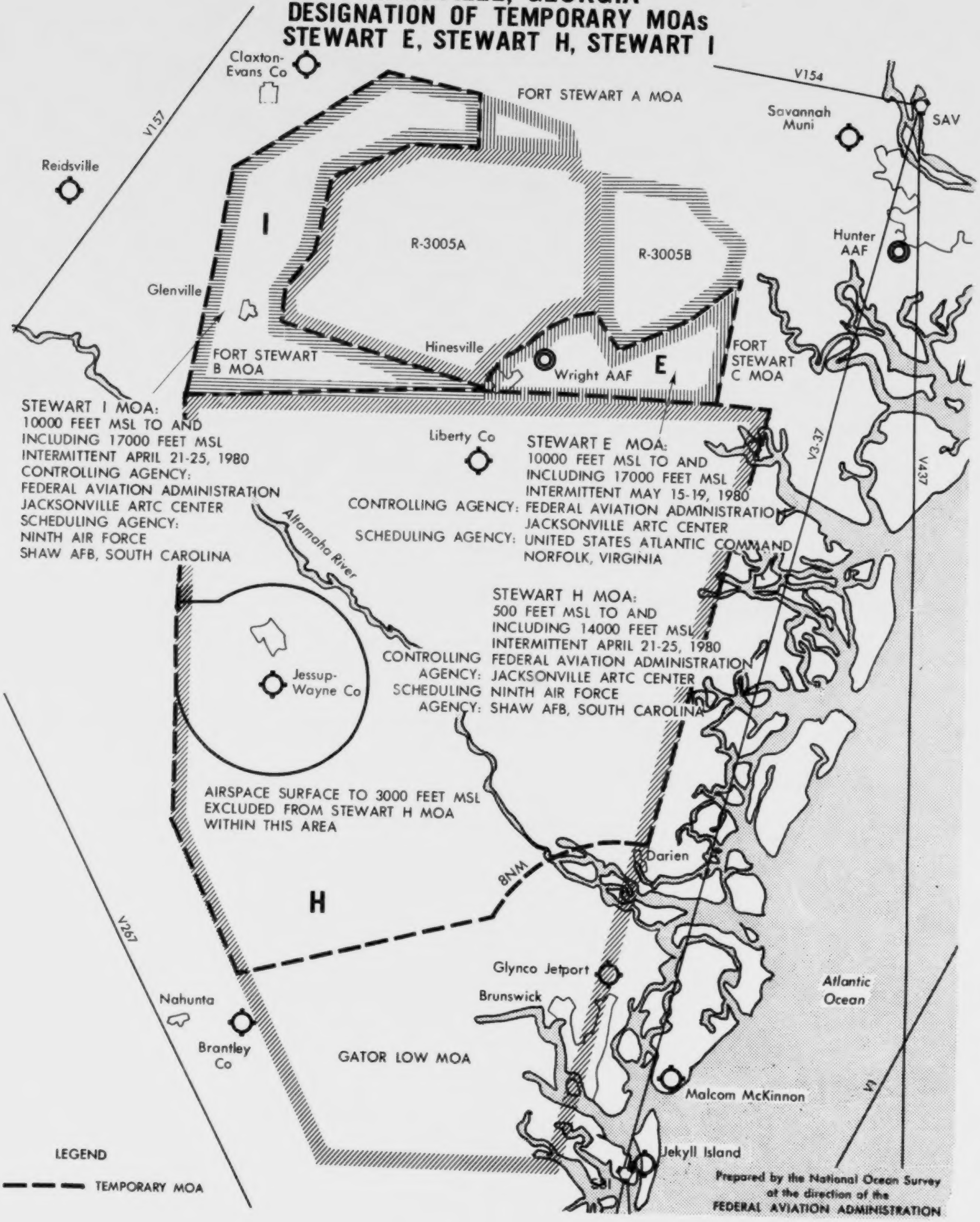
VIA: HFD 057°R to PUT; PUT 025°R to V431 LOBBY Direct or V99 LOBBY Direct.

FROM: South of the New York Metropolitan area.

OVER: Hampton VORTAC.

VIA; V308 PUT; PUT 025°R to V431 LOBBY Direct or V308 PUT V292 LOBBY Direct.

HINESVILLE, GEORGIA
DESIGNATION OF TEMPORARY MOAs
STEWART E, STEWART H, STEWART I


Claxton-Evans Co
V157
Reidsville
FORT STEWART A MOA
V154
Savannah Muni
SAV
I
R-3005A
R-3005B
Hunter AAF
Glenville
FORT STEWART B MOA
Hinesville
Wright AAF
E
FORT STEWART C MOA
Liberty Co
V3-37
V437
Altamaha River
Jessup-Wayne Co
8NM
Darien
H
V267
Glynco Jetport
Brunswick
Atlantic Ocean
Nahunta
Brantley Co
GATOR LOW MOA
Malcom McKinnon
V1
Jekyll Island
SSI

STEWART I MOA:
10000 FEET MSL TO AND
INCLUDING 17000 FEET MSL
INTERMITTENT APRIL 21-25, 1980
CONTROLLING AGENCY:
FEDERAL AVIATION ADMINISTRATION
JACKSONVILLE ARTC CENTER
SCHEDULING AGENCY:
NINTH AIR FORCE
SHAW AFB, SOUTH CAROLINA

STEWART E MOA:
10000 FEET MSL TO AND
INCLUDING 17000 FEET MSL
INTERMITTENT MAY 15-19, 1980
CONTROLLING AGENCY: FEDERAL AVIATION ADMINISTRATION
JACKSONVILLE ARTC CENTER
SCHEDULING AGENCY: UNITED STATES ATLANTIC COMMAND
NORFOLK, VIRGINIA

STEWART H MOA:
500 FEET MSL TO AND
INCLUDING 14000 FEET MSL
INTERMITTENT APRIL 21-25, 1980
CONTROLLING AGENCY: FEDERAL AVIATION ADMINISTRATION
JACKSONVILLE ARTC CENTER
SCHEDULING AGENCY: NINTH AIR FORCE
SHAW AFB, SOUTH CAROLINA

AIRSPACE SURFACE TO 3000 FEET MSL
EXCLUDED FROM STEWART H MOA
WITHIN THIS AREA

LEGEND

— — — TEMPORARY MOA

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

DENVER STAPLETON "EXPANDED METERING"

When arrival delays at Denver Stapleton are projected to be 30 minutes or more and expected to increase, Denver Center will implement a program called "expanded metering". This program will offer ground delays in lieu of airborne delays for non-stop flights within 75 minutes flying time of Denver Stapleton. All but approximately 10 minutes of the total necessary delay will be authorized on the ground.

To participate in this program, contact the appropriate Air Traffic Control Center, FSS, or Air Traffic Control Tower with an accurate proposed departure time, estimated time enroute, and request to absorb the delay on the ground. A suggested departure time will be issued which must be met within 5 minutes.

Aircraft proposing flight to Denver Stapleton from airports beyond 75 minutes flying time are encouraged to land at airports within 75 minutes flying time of Denver Stapleton if a ground delay is desired in lieu of an airborne delay. This is not available in the Kansas City Center area at this time.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni-directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

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IFR ROUTES N.Y. METRO COMPLEX
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NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION (SAFECON)
See page Special—12

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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INFORMATION CURRENT AS OF APRIL 17, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFRORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

HUNTSVILLE-MADISON CO.: Rwy 18L-36R 8000 ft. by 150 ft. (5/80)

MOBILE BATES FIELD ARPT: Rwy 14 ALS OTS. (4/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

CASA GRANDE MUNI ARPT: UNICOM freq 122.7. (4/80)

ARKANSAS

BENTON, SALINE COUNTY ARPT: Rwy lights rwy 18–36 OTS. (3/80)

FORT SMITH MUNI ARPT: Rwy 07–25 non-std markings. (4/80)

HOPE MUNICIPAL ARPT: For rwy lgts key 122.8 3 times in 5 sec. (4/80)

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13–31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8–26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

BISHOP ARPT: For rwy lgts key 122.8 6 times in 15 sec. (4/80)

CRESCENT CITY, JACK MCNAMARA FLD ARPT: UNICOM freq 122.8. (4/80)

FERNDALE ARPT: Oakland EFAS 4FR outlet CMSN. (4/80)

OAKDALE ARPT: Rwy 10–28 lgts OTS and Rwy 28 Thr dsplcd 300 ft. until June 1980. (5/80)

ORLAND, HAIGH FLD ARPT: Thr rwy 15 dsplcd 325 ft. (4/80)

RIALTO: VOR unusbl 280–300 byd 20 NM below 13000. (3/80)

RIO VISTA MUNI ARPT: Thr rwy 25 dsplcd 254 ft; thr rwy 7 dsplcd 60 ft. (4/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

STOCKTON METRO ARPT: Unlighted and flagged 200 ft crane 4500 ft NW of arpt in line with apch/dep rwy 11R/L Rwy 29 R/L until June 1, 1981. (4/80)

COLORADO

DENVER ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80)

GUNNISON COUNTY ARPT: Thr rwy 35 dsplcd 200 ft. (4/80)

CONNECTICUT

BRIDGEPORT, IGOR I. SIKORSKY MEMORIAL ARPT: Two unlgted 362 ft towers 3 miles north; and 4 miles northeast. (5/80)

DELAWARE

WILMINGTON, GREATER ARPT: Rwy 14–32 clsd ACR. (4/80) Arpt clsd ACR 2030–0630 wkdays & Hol; except w/4 hr PPR. (5/80)

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. MALS OTS until 7/1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80)

MIAMI, TAMIAMI ARPT: Men, equip. and cranes working first 2000 ft south side rwy 9R until July 7. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July. ILS Rwy 36L dcmsn. (5/80) MALSR Cmsnd; SALS/REIL Rwy 18R Decmsnd.

PENSACOLA REGIONAL ARPT: VASI rwy 7–25 OTS. (2/80)

ST PETERSBURG, ALBERT WHITTED ARPT: Crane 300 ft AGL .3 West thr rwy 6 until Oct 1. Thr (Rwy 06) dsplcd 1300 ft until Oct 1. (4/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78) RAIL rwy 18 OTS. (9/77)

TAMPA INTL ARPT: First 1100 ft of Rwy 18R clsd 0700–1730 Mon-Sat. (4/80)

GEORGIA

CALHOUN, TOM B. DAVIS FLD ARPT: UNICOM freq 122.8. (4/80)

CARROLLTOWN WEST GEORGIA REGIONAL ARPT: UNICOM freq 122.8. (4/80)

CORNELIA, HABERSHAM COUNTY ARPT: UNICOM freq 122.8. (4/80)

COVINGTON MUNI ARPT: UNICOM freq 122.8. (4/80)

GRIFFIN_SPALDING COUNTY ARPT: UNICOM freq 122.8. (4/80)

LA GRANGE CALLAWAY ARPT: UNICOM freq 122.8. (4/80)

NEWMAN-COWETA ARPT: UNICOM freq 122.8. (4/80)

PEACHTREE CITY, FALCON FLD ARPT: UNICOM freq 122.8. (4/80)

PERRY-FT. VALLEY: Rwy 09–27 non-std mkgs. Thr rwy 27 dsplcd 600 ft. (4/80)

ROME, RICHARD B. RUSSELL ARPT: UNICOM freq 122.8. (4/80) VOR "RMG" unusable 240–355. (4/80)

THOMASVILLE MUNI ARPT: For rwy lights key freq 122.8 3 times in 5 sec for low; 5 times in 5 sec med; 7 times in 5 sec hi intst. (3/80)

IDAHO

COEUR D'ALENE POST FALLS: NDB unusbl 070–130 beyond 25 NM below 12000. (4/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11–29 OTS 0600–1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 7/14 – 8/7. (4/80)

ILLINOIS

DECATUR ARPT: Rwy 06–24 clsd 5/1 thru 6/30. (5/80)

LITCHFIELD ARPT: NDB OTS. (4/80)

MT. VERNON ARPT: CTLZ hrs 0615.2100 lcl Mon-Sat and 1100–2100 lcl Sun. (5/80)

INDIANA

CRAWFORDSVILLE ARPT: NDB OTS until 8/1. (5/80)

ELKHART: CTLZ hrs Sun-Fri 0600–2330 lcl Sat 0600–2200 lcl. eff 4/27. (4/80)

MUNCIE, DELAWARE COUNTY-JOHNSON: ILS OTS 6/1 – 6/30. (5/80)

WINCHESTER: NDB "AWW" unusable IFR. (5/80)

IOWA

ALGONA MUNI ARPT: Rwy 18–36 3000 ft by 165 ft. Thr rwy 18 dsplcd 350 ft. (3/80)

CHARITON MUNI ARPT: Unicom freq. 122.8. (5/80)

CLINTON CTLZ hours 0600–2200 lcl wkdays and 1130–2200 lcl Sunday. (4/80)

DES MOINES MUNI ARPT: VASI Rwy 30R OTS until 9/30. (5/80)

MAQUOKETA ARPT: Maquoketa "OQW" NDB OTS. (4/80)

MARSHALLTOWN MUNI ARPT: Rwy 12/30 5000 ft by 100 ft. (4/80)

OSKALOOSA MUNI ARPT: Rwy 13–31 3500 ft by 75 ft. (5/80)

POCHONTAS MUNI ARPT: Rwy 18–36 2510 ft. by 175 ft. (5/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

FORT RILEY: VOR "FRI" OTS thru Aug 31. (4/80)

GOODLAND ARPT: CTLZ hrs 0500–2200 lcl until 11/1. VORTAC "GLD" unmon/voice OTS 0500–1200. Thru 11/1.

KENTUCKY

CAMBELLSVILLE, TAYLOR COUNTY ARPT: Rwy lights OTS thru Jun 1. (3/80)

HAWESVILLE, HANCOCK AIRFIELD: Thr rwy 15 dsplcd 108 ft; thr rwy 33 dsplcd 108 ft. (3/80)

LOUISVILLE, STANDIFORD FLD ARPT: UNICOM freq 122.95. (4/80)

LOUISIANA

BATON ROUGE RYAN ARPT: ILS and Loc back course OTS until 7/1. (4/80) Rwy 13–31 clsd until 7/7. (4/80) Rwy 13–31 clsd until aprxly 9/30. (5/80)

MANSFIELD DESOTA PARISH ARPT: Rwy 18–36 5070 ft by 150 ft. Thr rwy 36 dsplcd 570 ft. (4/80)

NEW ORLEANS INTL/MOISANT FLD ARPT: Rwys 1–19 and 5–23 clsd until May 15. East 300 ft rwy 10–28 clsd until May 15. ILS Rwy 01 OTS. (4/80)

MAINE

AUGUSTA STATE ARPT: Rwy lights rwy 8/26 OTS. (4/80)

BIDDERFORD MUNI ARPT: UNICOM freq 123.0. Thr lights rwy 6–24 OTS UFN. (4/80)

PITTSFIELD MUNI ARPT: Rwy lgts rwy 01–19 PPR. (5/80)

PRINCETON ARPT: Princeton (PNN) VOR unusable 086–100. (4/80)

MARYLAND

CAMBRIDGE-DORCHESTER MUNI ARPT: Unicom freq. 122.8. (5/80)
OCEAN CITY ARPT: Rwy 1–19 cmsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)
FITCHBURG ARPT: Unicom freq. 122.7. (5/80)
NEW BEDORD MUNI ARPT: RVV DCMSN. (4/80)
NORTHAMPTON LA FLEUR ARPT: Unicom freq 122.7. (4/80) Rwy lgts OTS UFN (5/80)
WORCESTER ARPT: Rwy 11–29 clsd until 7/15. REILS and VASI Rwy 29 OTS until 7/15. MALSR Rwy 11 OTS until 7/15. Rwy 02–20 clsd until 6/30. (5/80)

MICHIGAN

ESCANABA: CTLZ hours 0700–2300 lcl daily. (4/80)
IRON MOUNTAIN/KINGS FORD ARPT: CTLZ hrs 0600–2145 lcl daily. (4/80)
IRONWOOD GOGEBIC COUNTY ARPT: CTLZ hrs 0515–2215. (5/80)
LAPEER, DUPONT-LAPEER ARPT: UNICOM freq 123.0. (4/80)
SAWYER: VOR "SAW" unusbl 230–275/325–360 deg. (3/80)
SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)
MANKATO ARPT: CTLZ hrs 0600–1900 lcl Mon-Sat and 0800–1900 lcl Sun. (5/80)
MINNEAPOLIS-ST. PAUL INTL/WOLD CHAMBERLAIN ARPT: Rwy 11L/29R clsd until 6/15. (5/80)

MISSISSIPPI

GREENWOOD-LE FLORE ARPT: Rwy lights rwy 5–23 OTS. (4/80)
HOLLY SPRINGS MARSHALL COUNTY ARPT: Unicom freq 122.8. (4/80)
JACKSON ARPT: VOR "JAN" unusable 011–127 beyond 80 NM 18000 and above until 5/15. (5/80)
RIPLEY ARPT: Unicom freq 122.8. (4/80)

MISSOURI

JEFFERSON CITY MEML ARPT: Thr rwy 17 dsplcd 500 ft. (3/80)
JOPLIN MUNI ARPT: Rwy 04–22 3604 ft by 75 ft. (4/80)
ST CHARLES COUNTY ARPT: ATCT 0900–1700 weekend. (4/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

ANSWORTH VOR: VOR remains unusable 080–112 until 5/15. (4/80)

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2–20 OTS. (1/80)
ROCHESTER, SKYHAVEN ARPT: UNICOM freq 122.7. (4/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2–20 clsd.
CALDWELL,ESSEX COUNTY ARPT: Rwy 9–27 clsd. (8/79)
LINDEN ARPT: Rwy 18–36 clsd. (9/78)
NEWARK ARPT: Rwy 04L/22R clsd until 11/1; Rwy will reopen 10/1 for night OPNS only until 11/1. (4/80)
ROBBINSVILLE TRENTON-ROBBINSVILLE ARPT: UNICOM freq 123.0. (4/80)
WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

LAS CRUCES-CRAWFORD ARPT: Rwy lights rwy 4–22 operate dusk-dawn; for step 2 key freq 122.8 5 times in 5 sec; step 3 7 times in 5 sec. (3/80)
LAS VEGAS ARPT: CTLZ hours 0600–2200 lcl daily. (3/80)
SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: Rwy 19 SSALR OTS until Nov. 1. (4/80) RVV Rwy 19 OTS UFN. (5/80)
AMITYVILLE ZAHNS ARPT: Arpt permly clsd. (5/80)
LAKE PLACID ARPT: Arpt clsd nights. (2/80)
MONTICELLO SULLIVAN COUNTY INTL ARPT: GS unusable mm inbound. (4/80) Remote DC freq controlled by NY ARTCC remains as 121.6. (5/80)
ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80) RCO 122.4. (5/80)
SCHENECTADY COUNTY ARPT: Rwy 04–22 North 2000 ft lights OTS. (3/80)
WATERTOWN INTL ARPT: Rwy 07–25 non-standard markings. (4/80)

NORTH CAROLINA

ASHEVILLE MUNI ARPT: UNICOM freq 122.95. (4/80)

CHARLOTTE ARPT: Portion unusable 350–110 all altitudes; 120–170 below 3000. (5/80)

SANFORD_LEE COUNTY BRICK FLD: Thr rwy 3 dsplcd 500 ft; MAEW on or near rwy until June 16. (4/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2–20 clsd nights. (11/78)

OHIO

BATANIA CLERMONT COUNTY ARPT: Thr rwy 22 dsplcd 352 ft. (5/80)

CLERMONT COUNTY ARPT: Thr rwy 22 dsplcd 352 ft. Rwy 04–22 3711 ft by 75 ft. (4/80)

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80) CFX NDB OTS. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15–33 CLSD. (9/79)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230–2300 wkdays UFN. (5/80)

DEFIANCE MEML ARPT: Unicom freq 122.7 (5/80)

HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)

MEDINA, FREEDOM FLD ARPT: UNICOM freq 122.7. (3/80)

METCALF FIELD ARPT: Unicom freq 122.7. (4/80)

MIDDLETOWN, HOOK FLD: UNICOM freq 123.0. (4/80)

NAPOLEON HENRY COUNTY ARPT: Unicom freq 123.0. (5/80)

TOLEDO EXPRESS ARPT: ALSF rwy 7 OTS Apr 15 thru June 9. (4/80) Thr rwy 07 dsplcd 4125 ft 6/9 thru 6/16; 2640 ft. 6/16 thru 6/26; 1690 ft. 6/26 thru 7/18. Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18–8/9. (5/80)

OKLAHOMA

ARDMORE DOWNTOWN ARPT: Unicom freq 122.7. (5/80)

ARDMORE MUNI ARPT: Rwy lights rwy 8–26 OTS UFN. (4/80)

CANADIAN CANTON AIRPARK ARPT: Arpt clsd 4/5–5/19. 153 ft drilling derrick 2200 ft. south of arpt. (4/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

BAKER ARPT: Vortac unusable 005–050 beyond 30 NM below 12000; 210–280 beyond 10 NM below 12000. (5/80

REDMOND ROBERTS FIELD ARPT: LOC shutdown Mon-Fri 0730–1630 Apr 28 thru June 8 1980. (3/80)

PENNSYLVANIA

ALLENTOWN-BETHLEHEM-EASTON ARPT: Rwy 13–31 5797 ft by 150 ft. (4/80)

CHAMBERSBURG MUNI ARPT: Rwy 06–24 3300 ft. by 75 ft. (4/80) PCL 122.8 3 times low intst. (5/80)

COATSVILLE, CHESTER COUNTY G.O. CARLSON ARPT: UNICOM freq 122.7. (4/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

LANCASTER ARPT: Rwy 13–31 non-std mkgs. (4/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

POTTSVILLE SCHUYLKILL COUNTY/JOE ZEBREY ARPT: Rwy 11–29 clsd until 7/1. (5/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18–36 OTS. (4/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

CHESTER MUNI ARPT: Rwy 17–35 CLSD UFN. (4/80)

FLORENCE CITY-COUNTY ARPT: ILS Rwy 09 OTS until 9/15. (5/80)

SOUTH DAKOTA

WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

JACKSON, MCKELLAR FLD ARPT: Arpt clsd to Cert Air Carrier 2200–0730 excp with PPR. (4/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TULLAHOMA MUNI ARPT: Rwys 06–24 & 14–32 clsd. (4/80)

TEXAS

ABILEEN MUNI ARPT: Thr rwy 35 dsplcd 1000 ft until 6/1. (4/80)

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)

BIG SPRING ARPT: Rwy 14–32 3454 ft by 75 ft; rwy 17R-35L 9151 ft by 150 ft. Rwy 14–32 day VFR only. (2/80)

BROOKS COUNTY: NDB "BKS" OTS. (5/80)

CHILDRESS ARPT: CTLZ 0600–2100 until May 10. (2/80) VORTAC "CDS" unmon/voice OTS 2000–0600 until May 20. (2/80)

COLUMBUS ARPT: Rwy 13–31 rwy lights OTS UFN. (4/80)

CONROE ARPT: NDB "CXO" unmonitored when ATCT clsd. (4/80)

EAGLE PASS MUNI ARPT: Rwy 16–34 3053 ft by 75 ft. Thr rwy 34 dsplcd 435 ft. (4/80)

FALFURRIAS BROOKS COUNTY ARPT: NDB OTS until 6/25. (4/80)

FORT WORTH OAK GROVE ARPT: Unicom freq 122.7. (5/80)

GUTHRIE: VORTAC "GTH" unmon/voice OTS 2000–0600 until May 10. (2/80)

HOUSTON GULF ARPT: Unicom freq 122.7. (5/80)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

HOUSTON HULL FIELD ARPT: Rwy 17–35 4320 ft. by 75 ft. (4/80)

LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp High Intst. (9/79)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

WACO-MADISON COPPER ARPT: ASR CMSND. (4/80)

WEATHERFORD PARKER COUNTY ARPT: Unicom freq 122.7. (4/80)

UTAH

VERNAL ARPT: Unicom freq. 122.7. (5/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

CHARLOTTESVILLE-ALBEMARLE ARPT: PPR for ACR OPNS 2400–0600 wkday; 2100–0700 Sat;2400–0700; Sun (4/80)

DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)

HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.

STAUNTON/WAYNESBORO/HARRISONBURG SHENANDOAH VALLEY ARPT 12 hr PPR for ACR OPNS 2300–0700 daily. (4/80)

WASHINGTON

WENATCHEE PANGBORN ARPT: Airport clsd 1400–1830 5/3 and 1230–1700 5/4. Rwy 07–25 clsd 0800 5/2 to 1900 5/4. Heavy tfc. (4/80)

WEST VIRGINIA

CHARLESTON KANAWHA ARPT: Arpt clsd ACR except 1 hr PPR 2330–0645. (4/80)

MORGANTOWN MUNI-WALTER L. BILL HART ARPT: 24 hr PPR for ACR OPNS. (4/80)

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

EAU CLAIRE COUNTY ARPT: Rwy construction 4/27–9/4. (4/80) Rwy 14–32 clsd until 7/31. (5/80)

MOSINEE CENTRAL ARPT: CTLZ hours 0600–0030 LCL daily. (4/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd.

RHINELANDER, OMEIDA COUNTY ARPT: CTLZ hours 0500–2230 LCL daily. (4/80)

WYOMING

NEWCASTLE: LRCO ECS VOR 108.2T/122.1R. (4/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD NOV-JAN

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33–2R300	Grn/Wht
N1351X	Bell 26A Hell	
N153LN	Piper Aztec PA-23–250	
N1652X	C-210 Turbo	Wht/Grn
N21007	C-182	Wht/Grn/Gld
N2216X	C-337	Red/Wht
N226JR	Piper PA-34–200	
N2794D	AC-560A	Wht/Blk
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4451	BE-35	Turq/Wht/Blk
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N5232J	CESSNA 310	Grn/Wht
N5235Y	Piper Aztec	Wht/Org/Yel
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6269B	C-T210	Wht
N6381X	CESSNA 402	Brn/Wht
N6446F	CESSNA 150	Wht
N6786U	M021	Tan/Org/Brn
N7236	CESSNA 210	Wht/Blu
N7320K	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N7470N	BEECHCRAFT 36	Wht/Blu
N7470N	Beechcraft	Wht/Blu
N749CB	Piper Navajo PA31–310	
N756PM	C-206	Brn/Wht
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brw
N9165M	C-206	Lgt Blu/Drk Blu

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES ***INDEX***

AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
MO	Columbia Regional County	B
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
WI	Appleton Outagamie	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/545 APRIL 17, 1980

EAST CENTRAL

ILLINOIS

FDC 0/361 FI/T (PWK) PAL-WAUKEE, CHICAGO (WHEELING), IL. IFR TKOF MINS AND DEP PROCS. ADD TKOF MINS RWY 6R/6L 200–1. IFR DEP PROCS RWYS 12L/12R AND 16 CLIMB RWY HDG TO 1000 FT BEFORE TURNING LEFT.

#FDC 0/417 FI/T /CPS/ BI-STATE PARKS, EAST ST. LOUIS, IL. VOR/DME-A AMDT 5 PROC DATA NOTES CHANGED TO READ: WHEN CONTROL ZONE NOT EFFECTIVE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WATHER REPORTING SERVICE. 1. USE LAMBERTST. LOUIS INTL, MO ALTIMETER SETTING 2. INCREASE ALL MDA'S 40 FT. 3. ALTRNATE MINS NA.

INDIANA

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 0/264 FI/T (09G) MASON-JEWETT, MASON MI. IFR TAKEOFF AND DEPARTURE PROCEDURES. TAKEOFF MINS RWY 27 400–1. DEPARTURE PROCEDURES RWY 9 AND 27 CLIMB RWY HEADING TO 1400 FT BEFORE TURNING.

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/369 FI/T (HAI) THREE RIVERS MUNI DR. HAINES THREE RIVERS MI. VOR-A AMDT 4 CIRCLING MDA CAT C 1360 FT/HAA 536 FT. NDB RWY 27 AMDT 2 NDB/VOR MINIMA CIRCLING CAT C AND D NA.

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/407 FI/P (MKG) MUSKEGON COUNTY MUSKEGON, MI. LOC BC RWY 14 AMDT 4 CORRECT US GOVT CHART (AL-278) CHG NOTICE EFF 20 MAR 80. DELETE CHAN 36 AT I-MKG LOCALIZER AND I-MKG 5 DME WHEREVER IT APPEARS ON CHART. ILS RWY 32 AMDT 11 DELETE CHAN 36 AT I-MKG LOCALIZER.

FDC 0/442 FI/T (MOP) MT PLEASANT MUNICIPAL, MT PLEASANT, MI. VOR RWY 27 AMDT 5 CHG MIN ALT WINNZ MBS 25 DME TO 1300 SI RWY 27 MDA 1300 FT/HAT 545 FT ALL CATS. VIS CAT A B 1 MI CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CAT A B 1340 FT/HAA 585 FT VIS 1 MI CAT C MDA 1380 FT/HAA 625 FT VIS 1 3/4 MI CAT D MDA 1440 FT/HAA 685 FT VIS 2 1/4 MI. CHG PROC DATA NOTE RE ALSTG TO READ USE SAGINAW MI ALSTG LOCAL ALSTG NA.

#FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5. ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME. DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS. VIS CAT A AND B 1/2 MI. CAT C 3/4 MI. CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS. VIS CAT A AND B 3/4 MI. CAT C 1 MI. CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

OHIO

FDC 0/440 FI/T (YNG) YOUNGSTOWN MUNI YOUNGSTOWN, OH. ILS RWY 14 ORIG SI RWY 14 DH 1440 FT/HAT 294 FT VIS 3/4 MI ALL CATS. SI LOC RWY 14 VIS 3/4 MI CAT A/B/C 1 MI CAT D. PROC DATA NOTE CHGD TO READ CAT A/B/C SI LOC VIS INCREASED 1/4 MI FOR INOP MALSR. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY. ILS RWY 32 AMDT 19 SI RWY 32 VIS 3/4 MI ALL CATS. SI LOC RWY 32 VIS 3/4 MI CAT A/B/C 1 1/4 MI CAT D. ADD PROC DATA NOTES CAT A/B/C SI LOC VIS INCREASED 1/4 MI FOR INOP ALS. INOP TABLE DOES NOT APPLY. RADAR-1 AMDT 5 SI RWY 32 VIS 3/4 MI CAT A/B/C 1 1/4 MI CAT D. SI RWY 14 VIS 3/4 MI CAT A/B/C 1 1/4 MI CAT D. ADD PROC DATA NOTES CAT A/B/C SI VIS RWY 14 AND 32 INCREASED 1/4 MI WITH INOP MALSR AND ALS. INOP TABLE DOES NOT APPLY. NDB RWY 32 AMDT 14 SI RWY 32 VIS 1 MI CAT A/B/C 1 1/2 MI CAT D. ADD PROC DATA NOTES CAT C SI VIS INCREASED 1/4 MI WITH INOP ALS. INOP TABLE DOES NOT APPLY.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL. CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A. B. C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT. MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/453 FI/T (AUG) AUGUSTA STATE AUGUSTA ME. VOR/DME RWY 8 AMDT 8. SI MINS NA AT NIGHT.

#FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/460 FI/T (6B6) MINUTE MAN AIRFIELD STOW, MA. NDB-A AMDT 5 PROC NA AT NIGHT AFTER 0300Z EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

#FDC 0/481 FI/P /6B6/ MINUTE MAN AIRFIELD STOW MA. VOR/DME RWY 21 ORIG. ADD PROCEDURAL DATA/NOTE PROC NA AT NIGHT AFTER 0300Z EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS. THIS IS AMDT 1.

#FDC 0/511 FI/T /FLR/ FALL RIVER MUNI FALL RIVER, MA. NDB RWY 24 AMDT 5 SI MINS NA AT NIGHT.

#FDC 0/536 TEMPORARY FLIGHT RESTRICTIONS WITHIN CNF STATUTE MILE OF THE BOSTON MARATHON FROM HOPKINTON MA. /4214N 7131W/ TO THE PRUDENTAL FINSH LINE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FT ABOVE GROUND LEVEL. HELICOPTERS WILL FLY CLKWS AT 800AGL MINIMUM ALT. FIXED WING ACFT WILL FLY CCLKWS AT 1300AGL MINIMUM ALT. BANNER TOW ACFT WILL FLY AT 1800AGL MIN ALT. NO RADAR SFPN OR COVERAGE PROVIDED OUTSIDE THE BOSTON TCA. ALL ACFT MUST FILE A FLT PLAN WITH BOSTON FSS AND ADZ THE FSS ON 122.2 PRIOR TO ENTERING THE RACE AREA. MONITOR 122.9. CONTACT BOSTON APCH CTL 121.75 FOR CLNC TO ENTER THE TCA. BOSTON, MA. /BOS/ IS COORDINATING FLIGHT SERVICE STATION, EFFECTIVE TIME IS 1100Z TO 2000Z APRIL 21, 1980.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

FDC 0/465 FI/P (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 4 CORRECT US GOVT CHART/AL-996/PROCEDURAL DATA/NOTE. WHEN CONTROL ZONE NOT EFFECTIVE PROCEDURE NA.

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

#FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

#FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/473 FI/T (RVL) MIFFLIN COUNTY, REEDSVILLE, PA. LOC RWY 6 AMDT 2 PROC DATA NOTE CHG UNICOM FREQ FOR OBTAINING MIFFLIN COUNTY ALSTG TO 122.7.

#FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.
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FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

FDC 9/2062 FI/T (PIT) GREATER PITTSBURGH INTL PITTSBURGH PA. ILS RWY 28L ORIG PROC NA.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

#FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, V. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/434 FI/P /HRO/ BOONE COUNTY HARRISON AR. VOR-A AMDT 6. MISSED APPROACH. CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 3500 DIRECT HRO VOR AND HOLD NW RIGHT TURNS 133 INBOUND THIS IS AMDT 7.

FDC 0/246 FI/P MEA ON V13 BETWEEN WESFO INT, AR. TO RAZORBACK VORTAC /RZC/, AR. 3100 N-BOUND.

FDC 0/284 FI/P (PGR) PARAGOULD MUNI PARAGOULD AR. RWY 5/23 RENUMBERED RWY 4/22. NDB RWY 5 AMDT 6 REDESIGNATED NDB RWY 4 AMDT 7.

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/1876 FI/T (FSM) FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 20 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 14 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 VIS CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

#FDC 0/485 FI/T /E80/ ALEXANDER MUNI BELEN NM. VOR/DME-A ORIG PROC NA.

#FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/290 FI/P /CSM/ CLINTON-SHERMAN OK. ILS RWY 17R ORIG NDB RWY 17R AMDT 4 VOR RWY 35L AMDT 4 DELETE NOTE PROC NA. ADD NOTE ACTIVATE HIRL SALS SSALR RWYS 17R/35L – 119.6. VOR RWY 35L MISSED APPROACH CLIMB TO 3800 DIRECT FOSSI LOM AND HOLD. THIS IS ILS RWY 17R AMDT 1 NDB RWY 17R AMDT 5 VOR RWY 35L AMDT 5.

FDC 0/357 FI/T (CSM) CLINTONSHERMAN, CLINTON, OK. VOR RWY 35L AMDT 5. SI MDA 2340 FT/HAT 427 FT ALL CATS.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/446 FI/T/OKC/WILL ROGERS WORLD, OKLAHOMA CITY, OK. NDB RWY 17R AMDT 18 SI MDA 1680 FT/BAT 398 FT ALL CATS.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LARADO TX ALSTG AND INCREASE ALL MDA 260 FT.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

#FDC 0/400 FI/T /ADA/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT TAKEOFF RWY 15 300–1.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

FDC 0/399 FI/T/GRP/CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35 AMDT 4 SI-LOC MDA 380 FT/HAT 339 FT ALL CATS. RADAR-1 AMDT 7 ASR RWY 35 MDA 440 FT/HAT 399 FT ALL CATS.

FDC 0/443 FT/T /BRO/ BROWNSVILLE INTERNATIONAL BROWNSVILLE TX. ILS RWY 13R AMDT 5 NDB RWY 13R AMDT 8 LOC BC RWY 31L AMDT 5 NDB RWY 31L AMDT 1 RNAV RWY 35L ORIG RNAV RWY 17R ORIG VOR RWY 26 AMDT 17 ACTIVATE MALSR RWY 13R 118.9.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1–122.7.

SOUTHEAST

ALABAMA

FDC 0/241 FI/T /ANB/ ANNISTONCALHOUN COUNTY, ANNISTON, AL. TAKEOFF MINIMUMS RWY 23 STANDARD. RWY 5, 900–1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT/NM TO 1600. IFR DEPARTURE PROCEDURES RWY 23. CLIMB WEST BOUND TO 3000 ON TDG VORTAC R-085 BEFORE TURNING SOUTH OR EAST BOUND. RWY 5, CLIMBING RIGHT TURN TO INTERCEPT TDG VORTAC R-085, CLIMB EAST BOUND TO 3000 BEFORE PROCEEDING ON COURSE.

FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14–32 5000 FT VICE 2300 FT.

FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210–300. 2600; 300–210. 1700.

FDC 0/395 FI/T (X25) LAKE WALES MUNI LAKE WALES FL. VOR/DME-B ORIG NA. FROM 2300 LCL UNTIL DAWN DAILY.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/707 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. RNAV RWY 18R AMDT 2 NA.

FDC 9/2132 FI/T (TPA) TAMPA INTERNATIONAL TAMPA, FL. LOC/BC RWY 18R AMDT 5 DISTANCE FAF TO MAP 5.9 MILES FAF TO THRESHOLD 5.9 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200–1.

FDC 0/253 FI/T (RMG) RICHARD B. RUSSELL ROME GA. VOR/DME RWY 18 AMDT 2 AND VOR/DME RWY 36 AMDT 3 NA.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 0/404 FI/P (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTL ATLANTA GA. CORRECT US GOVT CHART STAR-MACEY TWO ARRIVAL/ MACEY. MACEY 2/ATLANTA GA. CORRECT TO READ. LANDING EAST. EXPECT CLEARANCE TO CROSS LOGEN AT 14000 FT AT 250K.

FDC 0/418 FI/T (4A4) CORNELIUSMOORE FIELD CEDERTOWN GA. VOR-A AMDT 9 RNAV RWY 28 ORIG AND RNAV RWY 10. ORIG PROCEDURES NOT AUTHORIZED AT NIGHT.

FDC 0/463 FI/P (27A) ELBERT COUNTY-PATZ FIELD ELBERTON GA. VOR/DME-A ORIG CANCELLED.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C; RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS, CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A,B,C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR.

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/422 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

#FDC 0/504 FI/P /SME/ SOMERSET PULASKI COUNTY SOMERSET KY. NDB RWY 4 AMDT 5 PROC CANCELLED.

MISSISSIPPI

FDC 0/447 FI/T (GWO) GREENWOODLEFLORE, GREENWOOD, MS. VOR RWY 5 AMDT 6 SI RWY 5 MINS NA AT NIGHT.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

#FDC 0/488 FI/T /NC14/ SHILOH, REIDSVILLE, NC. RNAV RWY 31 ORIG SI RWY 31 MDA 1300/HAT 632 ALL CATS. VIS CAT C 1 3/4 MILES.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2011 FI/T (SVH) STATESVILLE MUNI STATESVILLE NC. VOR/DME RWY 10 ORIG. SI MINIMA NA.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/464 FI/T (BNL) BARNWELL COUNTY BARNWELL SC. NDB-A AMDT 3 AND NDB RWY 4 ORIG PROC NA AT NIGHT.

FDC 0/471 FI/T (GSP) GREENVILLESPARTABURG, GREER, SOUTH CAROLINA. LOC RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000. RNAV RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000.

#FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG GREER SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

TENNESSEE

FDC 0/362 FI/T (THA) TULLAHOMA MUNI ARPT, SOESBE-MARTIN FIELD, TULLAHOMA, TN. VOR RWY 32 AMDT 5, VOR/DME RWY 14 AMDT 2 NA.

FDC 0/388 FI/T (CKV) OUTLAW FIELD CLARKSVILLE TN. LOC RWY 34 ORIG AND NDB RWY 34 ORIG NA.

#FDC 0/430 FI/T /MQY/ SMYRNA, SMYRNA TN. NDB 32 AMDT 3, SI RWY 32 VIS CAT A AND B 1 MILE CAT C 1 1/2 MILES, CAT D 1 1/2 MILES. VOR/DME RWY 32 AMDT 7 SI RWY 32 VIS CATS A AND B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES.

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

#FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATAEUREKA CA. ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15–33 – 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

#FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

FDC 0/438 FI/P /PUB/ PUEBLO MEMORIAL PUEBLO CO. LOC BC RWY 25R AMDT CANCELLED.

FDC 0/439 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDESIGNATED 8L/26R. IFR DEP PROC TKOF MINS RWY 8L-R/26L R 12 17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

UTAH

#FDC 0/498 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE FAIRFIELD UT. /FFU/ VORTAC 230 DEGREE RADIAL AT 32 NAUTICAL MILES OR POSITION 4003N 11235W. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 14000 FT. ABOVE MEAN SEA LEVEL UNTIL 092000. SALT LAKE CITY IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000–360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/293 FI/T (CID) CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 AND NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA. ACTIVATE SALSR RWY 9 – 118.7.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

#FDC 0/522 FI/T /GLD/ RENNER FIELD/GOODLAND MUNI/ GOODLAND KS. NDB RWY 30 AMDT 1 LOC RWY 30 AMDT 1 VOR RWY 30 AMDT 2 VOR/DME RWY 30 ORIG RNAV RWY 12 AMDT 2. ADD PROC DATA NOTE WH EN CONTROL ZONE NOT IN EFFECT ALTERNATE MINS NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/105 FI/T (INL) FALLS INTERNATIONAL, INTERNATIONAL FALLS MN. ILS RWY 31 AMDT 6 SI LOC AND CIRCLING MINIMUMS ONLY AUTH.

FDC 0/337 FI/T (CKN) CROOKSTON MUNI-KIRKWOOD FIELD, MN. VOR RWY 31 AMDT 1 NOT AUTHORIZED.

FDC 0/402 FI/P (FCM) FLYING CLOUD MINNEAPOLIS MN. VOR RWY 9R ORIG PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36 118.1. ODALS INOPERATIVE. THIS IS VOR RWY 9R AMDT 1. VOR RWY 9L AMDT 9 TERM RTE CHG BRG PRIOR INT TO FCM VOR/DME TO 353 VICE 355. PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36–118.1. THIS IS VOR RWY 9L AMDT 10. VOR RWY 36 AMDT 5 TERM RTE CHG BRG PRIOR INT TO FCM VOR/DME TO 353 DEG VICE 355. PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36–118.1. ODALS INOPERATIVE. THIS IS VOR RWY 36 AMDT 6.

#FDC 0/519 FI/P /AEL/ ALBERT LEA MUNI ALBERT LEA MN. VOR RWY 16 AMDT 4 ADD PROC DATA NOTE: ACTIVATE MIRLS AND REILS RWY 16–34 – 122.8. THIS IS VOR RWY 16 AMDT 5.

#FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC BWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/139 FI/T (94K) CASSVILLE MUNI, CASSVILLE MO. VOR RWY 8 ORIG. DELETE PROCEDURAL DATA/NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD PROCEDURAL DATA/NOTE ACTIVATE MIRL RWY 8 – 123.0.

FDC 0/223 FI/T/TBN/FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 1 LOC RWY 14 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14–118.7.

FDC 0/289 FI/T (BUM) BUTLER MEMORIAL BUTLER MO. VOR-A AMDT 3 PROC NA.

FDC 0/332 FI/T (STL) LAMBERT-ST. LOUIS INTERNATIONAL, ST. LOUIS, MO. RADAR-1 AMDT 23. SI ASR RWY 30L MDA 1040 FT HAT 469 FT ALL CATS. CAT C VIS RVR 4000 FT, CAT D VIS RVR 5000 FT, CAT E VIS RVR 6000 FT. CAT A AND B VIS BECOME RVR 5000 FOR INOPERATIVE MALSR RWY 30L.

#FDC 0/542 FI/P /STL/ LAMBERTST LOUIS INTERNATIONAL ST LOUIS MO. NDB RWY 12R AMDT 9. CORRECT US GOVT CHART/AL-360/ NAIRN INT TO LM LOM 5.0 NM.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

#FDC 0/517 FI/P/ /OFK/ KARL STEFAN MEMORIAL NORFOLK, NE. LOC RWY 1 AMDT 1 VOR RWY 1 AMDT 3. ADD PROCEDURAL DATA/NOTE: ACTIVATE MALS RWY 1–122.8. THIS IS LOC RWY 1 AMDT 2, VOR RWY 1 AMDT 4.

#FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

#FDC 0/518 FI/P /MCK/ MCCOOK MUNI MCCOOK NE. VOR RWY 12 AMDT 6 RNAV RWY 12 AMDT 1. ADD PROCEDURAL DATA/ NOTE: ACTIVATE MALS RWY 12 122.8. THIS IS VOR RWY 12 AMDT 7 RNAV RWY 12 AMDT 2.

NORTH DAKOTA

#FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

#FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

#FDC 0/512 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD. LOC/DME BC RWY 17 AMDT 2. PROC TURN ALT 4500 FT. TERMINAL ROUTES: ATY VORTAC TO STROY/ ATY 2.4 DME 4500 FT; LOM TO STROY/ ATY 2.4 DME 4500 FT; 8 DME ARC FROM ATY R-229 CLOCKWISE TO I-ATY LOC 4500 FT; 8 DME ARC FROM ATY R-100 COUNTERCLOCKWISE TO I-ATY LOC 4500 FT. MISSED APPROACH ALT CLIMB TO 4500 FT.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

#FDC 0/478 FI/P, EFFECTIVE 15 MAY 80 V2 HELENA MT VOR TO VESTS INT MT MEA W-BND 10800. VESTS INT MT MRA 10800. VESTS INT MT TO CONNS INT MT MEA 10800. CONNS INT MY TO LIVINGSTON MT VOR MEA 10000. HELENA MT VOR TO VESTS INT MY VIA S ALTER. W-BND 9700 E-BND 10800, MRA 10800. VESTS INT MT TO MENAR INT MT VIA S ALTER. MEA 9700, MCA 9200 NW-BND. MENAR INT MT TO BOZEMAN MT VOR VIA S ALTER. MEA 8500. BOZEMAN MT VOR TO LIVINGSTON MT VOR VIA S ALTER. MEA 10400, MCA 9300 BOZEMAN VOR SE-BND.

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

#FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW , OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/W-536 FROM MANTE TO RDM, 12,000 V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

#FDC 0/505 FLIGHT RESTRICTION 10 STATUTE MILE RADIUS WEST SIDE AND 20 STATUTE MILE RADIUS EAST SIDE OF PORTLAND OR. /PDX/ VORTAC 012 DEGREE RADIAL AT 032 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORATY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 60000 FEET MEAN SEA LEVEL. OPERATION OF AIRCRAFT CARRYING PROPERLY ACCREDITED NEWS MEDIAL SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR./PDX/ SEATTLE WA. /SEA/ FLIGHT SERVICE STATION. OTHER OFFICIAL BUSINESS OPERATORS SHALL FILE WITH AND OBTAIN U.S. GEOLOGICAL SURVEY APPROVAL PRIOR TO DEPARTURE. PHONE NUMBER 206-696-7518. THE ABOVE FLIGHTS SHALL OBTAIN AUTHORIZATION TO ENTER THE FLIGHT RESTRICTION AREA FROM SEATTLE ARTCC ON THE FREQUENCY SPECIFIED BY THE COORDINATING FLIGHT SERVICE STATIONS AND U.S. GEOLOGICAL SURVEY. EXIT NOTIFICATION IS MANDATORY. PORTLAND OR./PDX/ AND SEATTLE WA. /SEA/ ARE COORDINATING FLIGHT SERVICE STATIONS.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

FDC 0/456 FI/T /S33/ CITY-COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 NOT AUTHORIZED.

WASHINGTON

FDC 0/324 FI/P (GEG) SPOKANE INTERNATIONAL SPOKANE, WA. LOC RWY 3 AMDT 3. CORRECT US GOVT CHART/ AL-403 PROCEDURE TURN SOUTH SIDE OF CRS 205 OUTBOUND 4000 FT WITHIN 10 MI OF GEG VORTAC.

#FDC 0/502 FI/T /BFI/ BOEING FIELD/ KING COUNTY INTL. SEATTLE WA. LOC BC RWY 31L AMDT 8 NA.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

#FDC 0/513 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT ALONG THE NORTH PLATTE RIVER FROM GLENROCK, WY. TO GLENDO DAM DURING DAYLIGHT HOURS 101900-171900 GMT APRIL 1980. TEMPORARY FLIGHT RESTRICTED AREA INCLUDES THAT AIRSPACE ONE STATUTE MILE EITHER SIDE OF NORTH PLATTE RIVER SHORE LINE AT AND BELOW 1500 FT ABOVE GROUND LEVEL FROM GLENROCK TO GLENDO DAM EXCLUDING A 5 STATUTE MILE RADIUS OF THE CONVERSE COUNTRY ARPT AT DOUGLAS, WY. DUE TO A PIPELINE BREAK AND MAJOR OIL SPILL HELICOPTER RECONNAISSANCE WILL BE CONDUCTED BY THE EPA. APPROVAL OR DISAPPROVAL FOR AIRCRAFT CARRYING ACCREDITED NEWS REPRESENTATIVES OR PERSONS ON OFFICIAL BUSINESS TO OPERATE IN RESTRICTED AREA MAY BE OBTAINED FROM THE EPA PHONE NUMBER 303-837-2468. APPROVED FLIGHTS SHALL FILE A FLIGHT PLAN WITH CASPER WY. /CPR/ FLIGHT SERVICE STATION IN ACCORDANCE WITH PART 91.91. CASPER, WY. /CPR/ IS COORDINATING FLIGHT SERVICE STATION.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/426 FI/P /BIG/ ALLEN AAF DELTA JUNCTION/FORT GREELY AK. VOR/DME OR TACAN RWY 18 ORIG. TERMINAL ROUTES R-281 BIG VORTAC CW/ IAF/ TO R-011 BIG VORTAC/NOPT/VIA 15 DME ARC AND R-091 BIG VORTAC CCW/IAF/ TO R-011 BIG VORTAC/NOPT/VIA 15 DME ARC ALT 4600 FT. THIS IS AMDT 1.

#FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

FDC 0/114 CORRECTION TO US GOVERNMENT ENROUTE LOW ALTITUDE CHART L-23 PANEL C EFFECTIVE 24 JAN 1980. REVISE RESTRICTED AREA NOTE R5502A TO INCLUDE R5502B 1300-2200Z DAYLIGHT SAVING TIME TUESDAY-THURSDAY.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MEMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

#FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

#FDC 0/520 FLIGHT RESTRICTION OVER THE EASTERN HALF OF LAKE PONTCHARTRAIN EAST OF CAUSEWAY BRIDGE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE MEAN SEA LEVEL. NEW ORLEANS /NEW/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIME APRIL 19 1980 1700- 1900Z.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^R type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461-1659
Lancaster	(614) 654-5457
Marion	(614) 382-1777
Mansfield	(419) 525-2955
Newark	(614) 345-1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

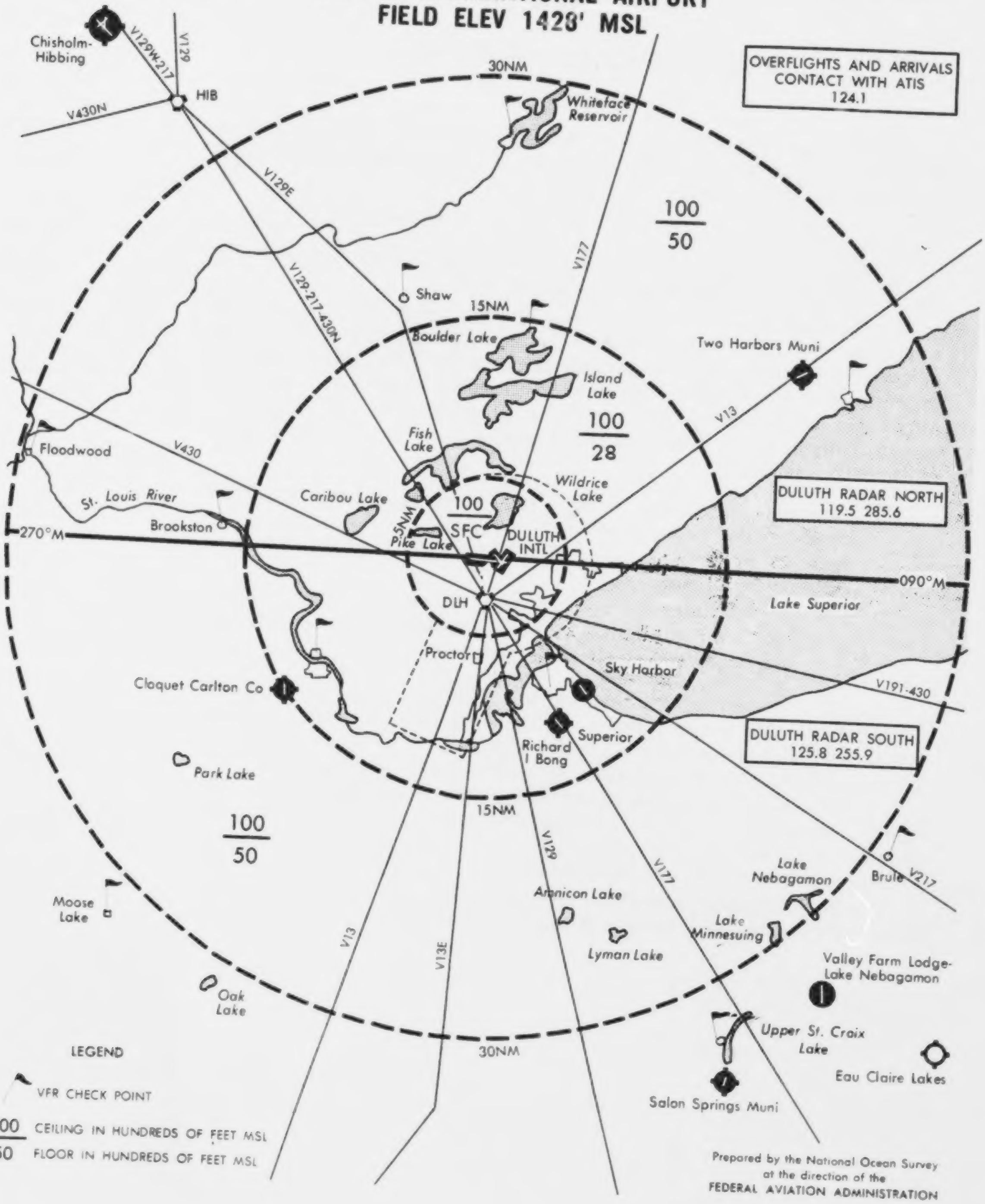
Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

DULUTH, MINNESOTA
DULUTH INTERNATIONAL AIRPORT
FIELD ELEV 1428' MSL

INSERT IN
GRAPHIC NOTICES


Chisholm-Hibbing
V129W-217
V129
HIB
V430N
30NM
Whiteface Reservoir
V129E
V129-217-430N
V177
Shaw
15NM
Boulder Lake
Island Lake
Two Harbors Muni
V13
Floodwood
V430
Fish Lake
Wildrice Lake
St. Louis River
Caribou Lake
Brookston
5NM
Pike Lake
DULUTH INTL
270°M
090°M
DLH
Lake Superior
Proctor
Sky Harbor
V191-430
Cloquet Carlton Co
Richard I Bong
Superior
Park Lake
15NM
V129
V177
Brule
V217
Lake Nebagamon
Arnicon Lake
Moose Lake
Lake Minnesuing
Lyman Lake
V13
V13E
Valley Farm Lodge-Lake Nebagamon
Oak Lake
Upper St. Croix Lake
30NM
Eau Claire Lakes
Salon Springs Muni
100/50
100/28
100/SFC
100/50

OVERFLIGHTS AND ARRIVALS
CONTACT WITH ATIS
124.1

DULUTH RADAR NORTH
119.5 285.6

DULUTH RADAR SOUTH
125.8 255.9

LEGEND

VFR CHECK POINT

100	CEILING IN HUNDREDS OF FEET MSL
50	FLOOR IN HUNDREDS OF FEET MSL

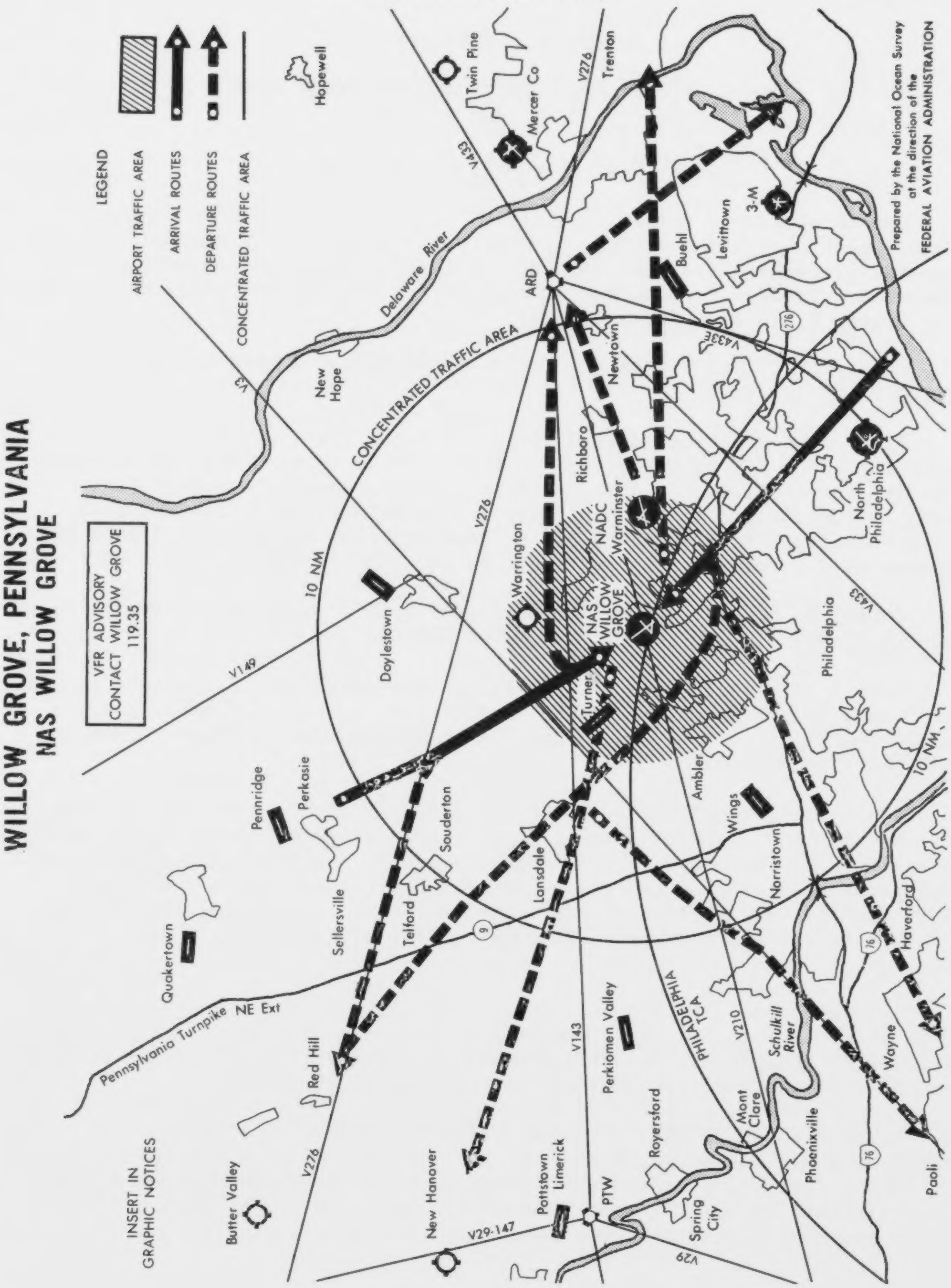
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL AREA GRAPHIC NOTICE

(NOT TO BE USED FOR NAVIGATION)

WILLOW GROVE, PENNSYLVANIA
NAS WILLOW GROVE

VFR ADVISORY
CONTACT WILLOW GROVE
119.35


LEGEND
AIRPORT TRAFFIC AREA
ARRIVAL ROUTES
DEPARTURE ROUTES
CONCENTRATED TRAFFIC AREA
CONCENTRATED TRAFFIC AREA
10 NM
10 NM
NAS WILLOW GROVE
NADC Warminster
Warrington
Doylestown
Turner
Richboro
Newtown
Buehl
Levittown
3-M
Mercer Co
Twin Pine
Hopewell
Trenton
ARD
New Hope
Delaware River
North Philadelphia
Philadelphia
Ambler
Wings
Norristown
Lansdale
Souderton
Telford
Sellersville
Perkasie
Pennridge
Quakertown
Red Hill
Butter Valley
New Hanover
Pottstown Limerick
PTW
Spring City
Royersford
Perkiomen Valley
PHILADELPHIA TCA
Schulkill River
Mont Clare
Phoenixville
Wayne
Haverford
Paoli
Pennsylvania Turnpike NE Ext
V149
V276
V433
V433E
V3
V143
V210
V29-147
V29
9
276
76

INSERT IN GRAPHIC NOTICES

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

1 APR 1980

LOUISVILLE, KENTUCKY

SPECIAL AIR TRAFFIC PROCEDURES FOR DERBY WEEK
MAY 1, 2, 3, AND 4, 1980

DERBY DAY, SATURDAY, MAY 3, 1980

Due to the large volume of traffic in the Louisville area during "Derby Week" May 1 through May 4, 1980, the following information and special procedures are provided for aircraft arriving and departing Standiford Field. Recommended procedures for flights arriving and departing Bowman Field are also included.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft.

ARRIVAL DELAYS - Standiford Field - Expect delays of one to two hours from 0800-1600 EST on May 3, 1980. Little delay is expected for aircraft landing Bowman Field. Single and twin engine propeller aircraft (IFR & VFR) are encouraged to use that airport. Bowman Field is located five miles northeast of Standiford Field. Bowman Tower operates 0700-2300 EST. Bowman ATIS information is available on BQM TVOR, frequency 112.2 MHZ.

DEPARTURE DELAYS. Expect to encounter considerable delays from 1730-2200 EST, May 3, 1980 and all day May 4, 1980.

ATIS - SDF 118.15; LOU 112.2 - It is imperative that all pilots landing at Standiford or Bowman Field who participate in Stage III radar service monitor ATIS prior to approach control or VFR control to obtain important advance information.

VFR ARRIVAL PROCEDURES - EFFECTIVE 0800 EST MAY 1, 1980 THROUGH 1600 EST MAY 3, 1980. VFR Flights landing at Standiford or Bowman Field contact Standiford Approach Control on frequency 126.55 over one of the VFR reporting points depicted on Louisville TRSA-71 Chart (AIM, GRAPHIC NOTICE & SUPPLEMENTAL DATA SECTION). Advise the ATIS information and destination airport on initial contact. Please keep your transmissions short, and stay alert!

IFR ARRIVALS. IFR Flights should file their flight plan from point of departure. Due to frequency congestion, Indianapolis Center will be unable to copy flight plans. Pilots are advised to schedule arrivals for Thursday, May 1, Friday May 2, or prior to 1200 EST May 3, 1980.

DEPARTURE PROCEDURES - Standiford Field - Effective 1730-2200 EST May 3, and all day May 4, 1980. Indianapolis Center requests IFR departures to file flight plans at least two hours prior to proposed departure time. Aircraft that depart VFR and expect to air file IFR flight plan can expect up to two hours delay for clearance within 100 mile radius of Louisville, KY.

Regularly scheduled Standiford air carriers - NORMAL HANDLING. All other Standiford departures regardless of their stature (IFR, VFR, VFR NON-PARTICIPANT IN STAGE III) are required to check-in at the FAA BOOTH located at Butler Aviation. Detailed departure instructions will be disseminated at this booth so your cooperation is imperative. Adherence to these instructions will expedite your departure.

BOWMAN FIELD - Monitor ATIS on 112.2 prior to taxi. Only minor departure delays are expected on May 3 and May 4, 1980.

VFR ENROUTE TRAFFIC. It is recommended that VFR overflights remain clear of a 30 mile radius of Standiford Field below 10,000 feet due to congestion of high performance aircraft climbing to and descending from 10,000 feet.

NOTE:

1. Artillery firing from the surface to 10,000 feet MSL in R3704 located 13 miles south of Standiford Field. Familiarize yourself with this area - - - IT WILL BE ACTIVE!

2. Stage service information in Part 1 and TRSA-71 of Part 4 of the AIM. See attached map of this Special Notice for VFR reporting points and revised frequencies. Be alert to WAKE TURBULENCE in the TERMINAL AREA.

3. No aircraft may operate within five (5) miles of Standiford Field below 3000 feet AGL except for the purpose of arriving or departing Standiford or Bowman Airports.

BE ALERT FOR CHANGING AIRPORT NOTAMS

FLIGHT RESTRICTION - DERBY BOAT RACE

APRIL 30, 1980

PURSUANT TO FAR 91.91, TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT IN ALL AIRSPACE BELOW 2,500 FEET MSL WITHIN ONE (1) MILE EITHER SIDE OF THE OHIO RIVER FROM THE SHERMAN MINTON BRIDGE NORTHEAST TO SIX MILE ISLAND. NO AIRCRAFT MAY OPERATE IN THE ABOVE AIRSPACE FROM 1600 EST UNTIL SUNSET, APRIL 30, 1980, WITHOUT SPECIFIC APPROVAL OF THE ADMINISTRATOR. FOR FURTHER INFORMATION CONTACT GENERAL AVIATION DISTRICT OFFICE NO. 13, 502-582-6116, OR LOUISVILLE FLIGHT SERVICE STATION, 502-451-5344.

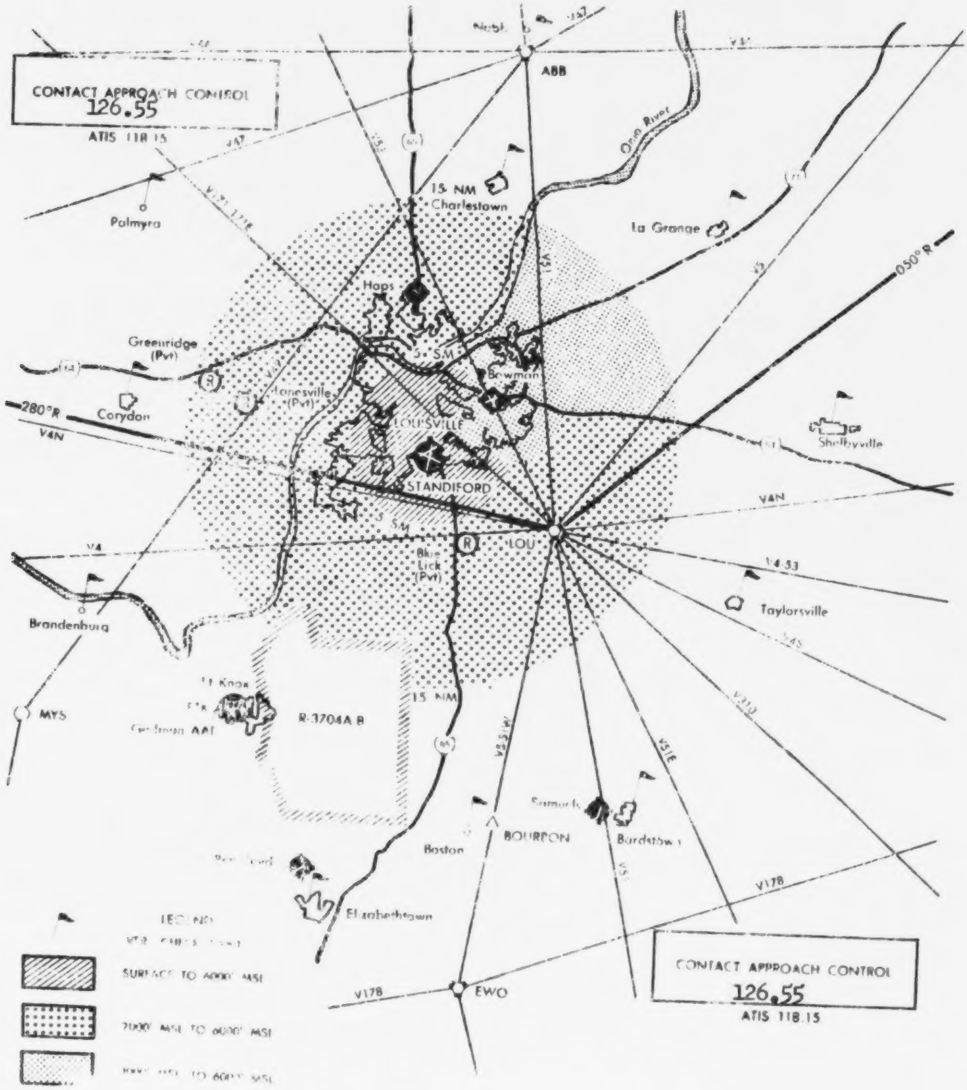
DERBY WEEK-MAY 1, 2, AND 3, 1980

VFR ARRIVALS

STANDIFORD FIELD, LOUISVILLE, KENTUCKY

FIELD ELEVATION 497 FT MSL

VFR AIRCRAFT LANDING AT STANDIFORD OR BOWMAN FIELD DESIRING STAGE III SERVICE CONTACT STANDIFORD APPROACH CONTROL FREQUENCY 126.55 OVER ONE OF THE VFR REPORTING POINTS. ADVISE ATIS INFORMATION AND DESTINATION AIRPORT. IT IS RECOMMENDED THAT OTHER VFR AIRCRAFT REMAIN CLEAR OF THE STANDIFORD TRSA.


CONTACT APPROACH CONTROL
126.55
ATIS 118.15
ABB
Ohio River
15 NM
Charlestown
Palmyra
La Grange
050°R
Hops
Greenridge (Pvt)
5 SM
Bowman
Hanesville (Pvt)
280°R
Corydon
V4N
LOUISVILLE
Shelbyville
STANDIFORD
LOU
V4
Blue Lick (Pvt)
Taylorsville
Brandenburg
Ft Knox
Godman AAF
R-3704A B
15 NM
MYS
Samuels
BOURBON
Boston
Bardstown
Elizabethtown
V178
EWO
CONTACT APPROACH CONTROL
126.55
ATIS 118.15
LEGEND
VFR CHECK POINT
SURFACE TO 6000' MSL
2000' MSL TO 6000' MSL

OFFSHORE OIL TECHNOLOGY CONFERENCE
HOUSTON, TEXAS
MAY 5 - 8, 1980

Due to the large volume of air traffic anticipated for the Offshore Oil Technology Conference in Houston, Texas, May 5 through May 8, 1980, the following information is provided for pilots planning to operate in the Houston area during this period.

GENERAL.

Extensive air traffic delays and airport congestion are expected during early morning and afternoon hours each day of the conference.

FLIGHT PLANS.

Pilots should file IFR flight plans specifying date and proposed departure time with Houston FSS at least 48 hours in advance of the proposed departure time. Pilots who wish to file a "Fast-File" proposed departure IFR flight plan should call (713) 644-8676. Pilots who desire a weather briefing should call (713) 644-8361.

Air-filed IFR flight plans within 200 miles of the Houston Terminal Area will be accepted in emergencies only.

DEPARTURES.

Departure delays in excess of three hours are anticipated between the hours of 1200Z/1600Z daily.

Ground delays in excess of one hour are expected for aircraft requesting IFR clearance to Houston Hobby Airport from airports within 200 miles of the Houston Terminal Area between the hours of 1100Z/1600Z daily.

ARRIVALS.

Airborne delays of one hour or more are expected for Houston Hobby and Houston Intercontinental arrivals.

Metering to the Houston Terminal Area will be in effect. Delays will normally be absorbed in the center environment. Metering ensures that IFR arrivals are handled on a first-come first-served basis.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (BQ9), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD 057°R TO PUT; PUT 025°R TO V431 LOBBY DIRECT OR V99 LOBBY DIRECT.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308 PUT: PUT 025°R TO V431 LOBBY DIRECT OR V308 PUT V292 LOBBY DIRECT.

NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY AND FLIGHT EVALUATION CONFERENCE (SAFECON)

GRAND FORKS INTERNATIONAL AIRPORT IS THE SIGHT FOR THE NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY & FLIGHT EVALUATION CONFERENCE (SAFECON).

THE DATES FOR THE CONFERENCE ARE MAY 15, 16, and 17, 1980.

TFC DELAYS OF UP TO 15 MINUTES ARE EXPECTED FOR ARRIVING AND DEPARTING TRANSIENT AIRCRAFT DURING COMPETITIVE EVENTS ON FRIDAY MAY 16th AND SATURDAY MAY 17th.

TUESDAY AND WEDNESDAY MAY 13 and 14 WILL HAVE AN INCREASE IN LOCAL TRAFFIC BUT NO OPERATIONAL DELAYS SHOULD BE EXPECTED.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

MAY 16 1980
3/9-486 Item 431-C-5 TD 4.12/2:980/10
Continuing
590
9323

CLASS TWO NOTAMS

Notices to Airmen

May 15, 1980

Next Issue
May 29, 1980

VOICE RESPONSE SYSTEM
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VORTEX ADVISORY SYSTEM
See page Special—3

SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
See page Special—4

OFFSHORE SPECIAL AIRSPACE
See page Special—5

IFR ROUTES N.Y. METRO COMPLEX
See page Special—6

NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION (SAFECON)
See page Special—7

INDIANAPOLIS RACE DAY
See page Special—8, 9, 10

READING AIR SHOW
See page Special—11, 12, 13, 14

SPECIAL PROCEDURES FOR TALL SHIPS
See page Special—15

DENVER STAPLETON EXPANDED METERING
See page Special—16

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

AG.

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

INFORMATION CURRENT AS OF MAY 1, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD ITALICIZING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

NO NOTICES THIS ISSUE

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

PHOENIX SKY HABOR INTL ARPT: Rwy 08R-26L East 3452 ft. clsd. (5/80)

ARKANSAS

BENTON, SALINE COUNTY ARPT: Rwy lights rwy 18–36 OTS. (3/80)

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13–31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8–26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14–32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1–19 OTS. (6/78) (9/79)

OAKDALE ARPT: Rwy 10–28 lgts OTS and Rwy 28 Thr dsplcd 300 ft. until June 1980. (5/80) Arpt clsd 1500–2300 wkday until 6/1. (5/80)

SAN BERNADINO TRI-CITY ARPT: Rwy 07–25 and Rwy 16–34 clsd. (5/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7–25 clsd.

STOCKTON METRO ARPT: Unlighted and flagged 200 ft crane 4500 ft NW of arpt in line with apch/dep rwy 11R/L Rwy 29 R/L until June 1, 1981. (4/80)

COLORADO

DENVER ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80)

CONNECTICUT

BRIDGEPORT, IGOR I. SIKORSKY MEMORIAL ARPT: Two unlgted 362 ft towers 3 miles north; and 4 miles northeast. (5/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

BROOKSVILLE HERNANDO COUNTY ARPT: PCL CMSN Key 122.8 7 times high/5 times med/ 3 times low intsy 0200-SR daily. (5/80)

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. MALS OTS until 7/1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July. ILS Rwy 36L dcmsn. (5/80) MALSR Cmsnd; SALS/REIL Rwy 18R Decmsnd.

PENSACOLA REGIONAL ARPT: VASI rwy 7–25 OTS. (2/80)

ST PETERSBURG, ALBERT WHITTED ARPT: Crane 300 ft AGL .3 West thr rwy 6 until Oct 1. Thr (Rwy 06) dsplcd 1300 ft until Oct 1. (4/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9–27. (10/78) RAIL rwy 18 OTS. (9/77)

GEORGIA

NO NOTICES THIS ISSUE

IDAHO

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11–29 OTS 0600–1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 7/14 – 8/7. (4/80) Rwy lgts Rwy 07–25 OTS. (5/80)

ILLINOIS

DANVILLE VERMILLION COUNTY ARPT: ATCT operating hrs 1200–0200 until 10/25 CTLZ 0700–2100 LCL until 10/25. (5/80)

LITCHFIELD ARPT: NDB OTS. (4/80)

INDIANA

CRAWFORDSVILLE ARPT: NDB OTS until 8/1. (5/80)

GARY MUNI ARPT: ATCT 1200–0300 daily. (5/80)

GREENFIELD, POPE FIELD ARPT: Rwy 09–27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

MUNCIE, DELAWARE COUNTY-JOHNSON: ILS OTS 6/1 – 6/30. (5/80)

IOWA

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

KENTUCKY

CAMBELLSVILLE, TAYLOR COUNTY ARPT: Rwy lights OTS thru Jun 1. (3/80)

LOUISIANA

BATON ROUGE RYAN ARPT: ILS and Loc back course OTS until 7/1. (4/80) Rwy 13–31 clsd until 7/7. (4/80) Rwy 13–31 clsd until aprxly 9/30. (5/80)

MAINE

AUGUSTA STATE ARPT: Rwy lights rwy 8/26 OTS. (4/80)

BIDDERFORD MUNI ARPT: Thr lights rwy 6–24 OTS UFN. (4/80)

PRINCETON MUNI ARPT: MIRL Rwy 15/33 OTS until 6/6. (5/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1–19 cmsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

NANTUCKET MEM'L ARPT: Rwy 33–4 Box VASI Right Side. (5/80)

NORTHAMPTON LA FLEUR ARPT: Unicom freq 122.7. (4/80) Rwy lgts OTS UFN (5/80)

WORCESTER ARPT: Rwy 11–29 clsd until 7/15. REILS and VASI Rwy 29 OTS until 7/15. MALSR Rwy 11 OTS until 7/15. Rwy 02–20 clsd until 6/30. (5/80)

MICHIGAN

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS-ST. PAUL INTL/WOLD CHAMBERLAIN ARPT: Rwy 11L/29R clsd until 6/3. (5/80)

THIEF RIVER FALLS ARPT: CTLZ 0500–2100 LCL daily. (5/80)

WINONIA MUNI ARPT: CTLZ suspd until 7/15. (5/80)

MISSISSIPPI

NO NOTICES THIS ISSUE

MISSOURI

JEFFERSON CITY MEML ARPT: Thr Rwy 17 no longer dsplcd 500 ft. (5/80)

JOPLIN MUNI ARPT: Rwy 31–4 Box VASI Left Side. (5/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

NO NOTICES THIS ISSUE

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 OTS. (1/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd.

CALDWELL,ESSEX COUNTY ARPT: Rwy 9-27 clsd. (8/79)

LINDEN ARPT: Rwy 18-36 clsd. (9/78)

NEWARK ARPT: Rwy 04L/22R clsd until 11/1; Rwy will reopen 10/1 for night OPNS only until 11/1. (4/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

GALLUP SENATOR CLARKE FLD ARPT: Rwy 06-24 clsd 6/1-7/15. (5/80)

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: Rwy 19 SSALR OTS until Nov. 1. (4/80) RVV Rwy 19 OTS UFN. (5/80) North 600 ft. Rwy 1-19 clsd until 11/1. (5/80)

LA GUARDIA ARPT: Arpt clsd fixed wing acft 0001-0700 lcl Mon-Fri 7/8 - 10/15; Excp 9/1 & 9/2 Aprt open 24 hours. (5/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80) RCO 122.4. (5/80)

SCHENECTADY COUNTY ARPT: Rwy 04-22 North 2000 ft lights OTS. (3/80)

STEWART ARPT: Rwy 09-27 clsd until 8/31. ILS Rwy 09 OTS until 8/31. (5/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

ROANOKE RAPIDS HALIFAX COUNTY ARPT: Unicom freq. 122.8. (5/80)

SANFORD-LEE COUNTY BRICK FLD: Thr rwy 3 dsplcd 500 ft; MAEW on or near rwy until June 16. (4/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2-20 clsd nights. (11/78)

FARGO HECTOR FIELD ARPT: VASI Rwy 17 OTS until 6/1. (5/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80) CFX NDB OTS. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)

TOLEDO EXPRESS ARPT: ALSF rwy 7 OTS Apr 15 thru June 9. (4/80) Thr rwy 07 dsplcd 4125 ft 6/9 thru 6/16; 2640 ft. 6/16 thru 6/26; 1690 ft. 6/26 thru 7/18. Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8-26 OTS UFN. (4/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

POTTSVILLE SCHUYLKILL COUNTY/JOE ZEBREY ARPT: Rwy 11-29 clsd until 7/1. (5/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

BEAUFORT COUNTY ARPT: Clsd until aprxly 8/15. (5/80)

CHESTER MUNI ARPT: Rwy 17-35 CLSD UFN. (4/80)

FLORENCE CITY-COUNTY ARPT: OM Rwy 09 OTS until 9/15. (5/80)

SOUTH DAKOTA

WATERTOWN MUNI ARPT: MALSR Rwy 35 OTS 5/6 – 7/3. (5/80)
WINNER, BOB WILEY FLD ARPT: Rwy 13–31 clsd. (11/79)

TENNESSEE

CENTERVILLE MUNI ARPT: Construction on Rwy 02–20 until 8/1. VASI Rwy 02 OTS until 8/1. (5/80)
CLARKSVILLE ARPT: CTLZ hrs temporary suspended. (5/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)
SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)
TULLAHOMA MUNI ARPT: Rwys 06–24 & 14–32 clsd. (4/80)

TEXAS

ABILEEN MUNI ARPT: Thr rwy 35 dsplcd 1000 ft until 6/1. (4/80)
BEAUMONT MUNI ARPT: Unicom freq. 123.0. (5/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
BROOKS COUNTY: NDB "BKS" OTS. (5/80)
CHILDRESS ARPT: VORTAC "CDS" unmon/voice OTS 2000–0600 until May 20. (2/80)
COLUMBUS ARPT: Rwy 13–31 rwy lights OTS UFN. (4/80)
FALFURRIAS BROOKS COUNTY ARPT: NDB OTS until 6/25. (4/80) NDB "BKS" OTS until 7/10. (5/80)
HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)
LAMPASAS ARPT: South 300 ft. Rwy 16–34 clsd until 8/1. (5/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 8–26 OTS excp High Intst. (9/79)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

MOAB CANYONLANDS FIELD ARPT: Rwy 15–33 clsd until 6/1. (5/80) VOR/DME OTS until 6/1. (5/80)
SALT LAKE CITY INTL ARPT: MALSR Rwy 16R OTS UFN. (5/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13–31 OTS. (11/78)
HOPEWELL ARPT: Rwy 8–26 clsd. (11/78)
HOT SPRINGS, INGALLS FIELD: Rwy 14–32 clsd. (5/78) VASI rwy 6–24 OTS thru Aug.
PETERSBURG MUNI ARPT: NW 1500 ft Rwy 14–32 clsd until 6/1. (5/80)

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

EAU CLAIRE COUNTY ARPT: Rwy construction 4/27–9/4. (4/80) Rwy 14–32 clsd until 7/31. (5/80)
MANITOWAC COUNTY ARPT: CTLZ 0600–2100 lcl daily. (5/80)
OSHKOSH, WITTMAN FLD ARPT: Rwy 4–22 and rwy 9–27 clsd.

WYOMING

FORT BRIDGER ARPT: Clsd until 11/1. (5/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS *DO NOT* attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N666KA	AC-500D	Wht/w/Red Blk Tr
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N69SJ	C-402	Wht w/Yell Brn Str
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brw
N9027Q	Beechcrat BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu

CERTIFICATED AIRPORTS (FAR 139) AMENDMENT

ADDITIONS OR CHANGES		*INDEX*
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
MO	Columbia Regional	B
	County	A
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#--------NEW NOTAM

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/610 MAY 1, 1980

EAST CENTRAL

ILLINOIS

FDC 0/361 FI/T (PWK) PAL-WAUKEE, CHICAGO (WHEELING), IL. IFR TKOF MINS AND DEP PROCS. ADD TKOF MINS RWY 6R/6L 200-1. IFR DEP PROCS RWYS 12L/12R AND 16 CLIMB RWY HDG TO 1000 FT BEFORE TURNING LEFT.

FDC 0/417 FI/T /CPS/ BI-STATE PARKS, EAST ST. LOUIS, IL. VOR/DME-A AMDT 5 PROC DATA NOTES CHANGED TO READ: WHEN CONTROL ZONE NOT EFFECTIVE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WATHER REPORTING SERVICE. 1. USE LAMBERTST. LOUIS INTL. MO ALTIMETER SETTING 2. INCREASE ALL MDA'S 40 FT. 3. ALTRNATE MINS NA.

#FDC 0/557 FI/P /DEC/ DECATUR DECATUR IL. LOC BC RWY 24 AMDT 5 CORRECT US GOVT CHART/AL-710/EAST CENTRAL VOL 3 EFF 17 APR 1980 BY DELETING CHAN 46 AT I-DEC LOCALIZER. DME ARC R-098 DEC VORTAC COUNTERCLOCKWISE TO AKLEY IS 14 DME ARC. /DEC R-45 LR/AND 236/ 5.4/ I-DEC/.

#FDC 0/593 FI/P /BMI/ BLOOMINGTONNORMAL BLOOMINGTON-NORMAL IL. ILS RWY 29 AMDT 4 CORRECT US GOVT CHART/ AL-5058/ EAST CENTRAL VOL 3 EFFECTIVE 17 APR 1980 BY DELETING CHANNEL 19 AT BMI VOR.

INDIANA

#FDC 0/608 FI/T /IND/ INDIANAPOLIS INTERNATIONAL, INDIANAPOLIS, IND. RADAR-1 AMDT 23 SI RWY 22R MDA 1200/HAT 403 ALL CATS. VIS CAT C RVR 4000.

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 0/264 FI/T (09G) MASON-JEWETT, MASON MI. IFR TAKEOFF AND DEPARTURE PROCEDURES. TAKEOFF MINS RWY 27 400-1. DEPARTURE PROCEDURES RWY 9 AND 27 CLIMB RWY HEADING TO 1400 FT BEFORE TURNING.

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/369 FI/T (HAI) THREE RIVERS MUNI DR. HAINES THREE RIVERS MI. VOR-A AMDT 4 CIRCLING MDA CAT C 1360 FT/HAA 536 FT. NDB RWY 27 AMDT 2 NDB/VOR MINIMA CIRCLING CAT C AND D NA.

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7. VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/442 FI/T (MOP) MT PLEASANT MUNICIPAL, MT PLEASANT, MI. VOR RWY 27 AMDT 5 CHG MIN ALT WINNZ MBS 25 DME TO 1300 SI RWY 27 MDA 1300 FT/HAT 545 FT ALL CATS. VIS CAT A B 1 MI CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CAT A B 1340 FT/HAA 585 FT VIS 1 MI CAT C MDA 1380 FT/HAA 625 FT VIS 1 3/4 MI CAT D MDA 1440 FT/HAA 685 FT VIS 2 1/4 MI. CHG PROC DATA NOTE RE ALSTG TO READ USE SAGINAW MI ALSTG LOCAL ALSTG NA.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

#FDC 0/551 FI/P /MKG/ MUSKEGON COUNTY MUSKEGON MI. ILS RWY 32 AMDT 11 CORRECT US GOVT CHART/AL-278/EAST CENTRAL. VOL 1 OF 3 EFFECTIVE 17 APR 80 DELETE CHAN 36 AT I-MKG LOCALIZER.

#FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

#FDC 0/594 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. ILS RWY 26L AMDT 14 SI VIS RVR 4000 ALL CATS. SI LOC MDA 1280/HAT 490 ALL CATS. VIS CAT A AND B RVR 4000 CAT C RVR 5000 CAT D 11/2 MI. ADD PROC DATA NOTES INOPERATIVE TABLE DOES NOT APPLY. SI LOC VIS CAT A AND B INCREASED TO RVR 5000 CAT C VIS INCREASED TO RVR 6000 FOR INOPERATIVE MALSR. NDB RWY 26L AMDT 13 SI MDA 1320/HAT 530 ALL CATS: VIS CAT A AND B RVR 5000 CAT C 11/2 MI CAT D 13/4 MI. ADD PROC DATA NOTES: INOPERATIVE TABLE DOES NOT APPLY. SI VIS CAT A AND B INCREASED TO RVR 6000 FOR INOPERATIVE MALSR. VOR RWY 36 AMDT 7. SI MDA 1240/HAT 452 ALL CATS. RADAR-1 AMDT 4 SI RWY 36 MDA 1240/ HAT 452 ALL CATS. SI RWY 26L MDA 1280/ HAT 490 ALL CATS . VIS CAT A AND B RVR 4000 CAT C RVR 5000 CAT D 11/2 MI. ADD PROC DATA NOTES INOPERATIVE TABLE DOES NOT APPLY. SI 26L VIS CAT A AND B INCREASED TO RVR 5000 CAT C INCREASED TO RVR 6000 FOR INOPERATIVE MALSR.

FDC 9/1583 FI/T (D98) ROMEO ARPT, ROMEO, MI VOR/DME-A AMDT 3 CHANGE PROC DATA NOTE TO READ PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS.

FDC 9/1584 FI/T (BEH) ROSS FIELD, BENTON HARBOR, MI. NDB RWY 27 AMDT 5, ILS RWY 27 AMDT 2 VOR RWY 27 AMDT 13 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ACTIVATE 3 STEP MALSR RWY 27 ON 125.5.

FDC 9/1929 FI/T (BTL) W.K. KELLOGG REGIONAL, BATTLE CREEK, MI. VOR RWY 22 (TAC) AMDT 9 CHG TERM RTES BTL VORTAC TO GANOR INT/4.4 DME CRS AND DIST 051 DEG 4.4 MI; BEVUE INT/ 11.4 DME (IAF) TO GANOR INT/4.4 DME (NOPT) CRS AND DIST 180 DEG 1.5 MI (HDG) AND 231 DEG 6.0 MI (BTL R-051). PROC TURN N SIDE OF CRS 051 DEG OUTBND 2500 FT WITHIN 10 MI OF GANOR INT/4.4 DME. FAF GANOR INT/4.4 DME. MIN ALT GANOR INT/4.4 DME 2200 FT. DIST FAF TO MAP 4.4 MI TO THLD 3.8 MI. CHART VDP AT 2.0 DME, DIST VDP TO THLD 1.4 MI. SI RWY 22 MDA 1380 FT/HAT 451 FT ALL CATS, VIS CAT A AND B 1/2 MI, CAT C 3/4 MI, CAT D 1 MI. NDB RWY 22 AMDT 8 SI RWY 22 MDA 1440 FT/HAT 511 FT ALL CATS, VIS CAT A AND B 3/4 MI, CAT C 1 MI, CAT D 1 1/4 MI. CIRCLING CAT A AND B MDA 1440 FT/HAA 499 FT AND VIS CAT A AND B 1 MI.

OHIO

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/642 FI/T (MSN) DANE COUNTY REGIONAL/TRUAX FIELD MADISON, WI. ILS RWY 36 AMDT 21 MISSED APPROACH CLIMB TO 2500 FT VIA MSN VOR R-360 TO WINSR OM AND HOLD IN RIGHT TURNS 181 INBOUND OR WHEN DIRECTED BY ATC CLIMB TO 1300 FT THEN CLIMBING RIGHT TURN TO 2700 FT VIA MSN VOR R-089 TO DREAR INT AND HOLD E RIGHT TURNS 269 INBOUND.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

#FDC 0/607 FI/T /4B4/ MERIDEN MARKHAM MUNI, MERIDEN, CT. NDB RWY 36 AMDT NA.

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT. MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030–0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400–1.

FDC 0/453 FI/T (AUG) AUGUSTA STATE AUGUSTA ME. VOR/DME RWY 8 AMDT 8. SI MINS NA AT NIGHT.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

#FDC 0/547 FLIGHT RESTRICTION 2 STATUTE MILE RADIUS OF THE AUGUSTA ME. /AUG/ VORTAC 139 DEGREE RADIAL AT 30 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 ABOVE GROUND LEVEL. AUGUSTA ME. IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/460 FI/T (6B6) MINUTE MAN AIRFIELD STOW, MA. NDB-A AMDT 5 PROC NA AT NIGHT AFTER 0300Z EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/481 FI/P /6B6/ MINUTE MAN AIRFIELD STOW MA. VOR/DME RWY 21 ORIG. ADD PROCEDURAL DATA/NOTE PROC NA AT NIGHT AFTER 0300Z EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS. THIS IS AMDT 1.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT: RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26. SPENO INT TO DUNCA LOM CRS/DIST 109/6. BOSQX INT TO DUNCA LOM CR/DIST 293/23. WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST. LEFT TURNS. 109 IBND.

NEW HAMPSHIRE

FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

FDC 0/465 FI/P (FOK) SUFFOLK COUNTY WESTHAMPTON BEACH NY. ILS RWY 24 AMDT 4 CORRECT US GOVT CHART/AL-996/PROCEDURAL DATA/NOTE. WHEN CONTROL ZONE NOT EFFECTIVE PROCEDURE NA.

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000–0600 LOCAL DAILY UFN.

FDC 9/2068 FI/T (SLK) ADIRONDACK, SARANAC LAKE, NY. VOR/DME RWY 5 ORIG ADD TERMINAL ROUTE SLK VOR/DME TO CRABE 5 DME CRS/DIST 245/5.0 ALT 5000 FT.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/473 FI/T (RVL) MIFFLIN COUNTY, REEDSVILLE, PA. LOC RWY 6 AMDT 2 PROC DATA NOTE CHG UNICOM FREQ FOR OBTAINING MIFFLIN COUNTY ALSTG TO 122.7.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.
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FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155–157 FROM LVL TO DALTO. 5000: V454 FROM LVL TO JUNKI. 3000: V157 FROM LVL TO HELMA. 3000: V155 FROM LVL TO WIPER. 5000: V454 FROM LVL TO CHANGE OVER POINT. 6000: V266 FROM LVL TO HARVEY. 6000: MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE. 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLEALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 – 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800–2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/246 FI/P MEA ON V13 BETWEEN WESFO INT, AR. TO RAZORBACK VORTAC /RZC/, AR. 3100 N-BOUND.

FDC 0/434 FI/P /HRO/ BOONE COUNTY HARRISON AR. VOR-A AMDT 6. MISSED APPROACH. CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 3500 DIRECT HRO VOR AND HOLD NW RIGHT TURNS 133 INBOUND THIS IS AMDT 7.

#FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18–36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS. ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/485 FI/T /E80/ ALEXANDER MUNI BELEN NM. VOR/DME-A ORIG PROC NA.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/357 FI/T (CSM) CLINTONSHERMAN, CLINTON, OK. VOR RWY 35L AMDT 5. SI MDA 2340 FT/HAT 427 FT ALL CATS.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/446 FI/T/OKC/WILL ROGERS WORLD, OKLAHOMA CITY, OK. NDB RWY 17R AMDT 18 SI MDA 1680 FT/HAT 398 FT ALL CATS.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LARADO TX ALSTG AND INCREASE ALL MDA 260 FT.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

#FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300–1.

#FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

#FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

#FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

#FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6. NDB RWY 17L AMDT 5. NDB RWY 35R AMDT 6. VOR-A AMDT 6. PROC NA AT NIGHT.

FDC 0/399 FI/T/GRP/CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35 AMDT 4 SI-LOC MDA 380 FT/HAT 339 FT ALL CATS. RADAR-1 AMDT 7 ASR RWY 35 MDA 440 FT/HAT 399 FT ALL CATS.

FDC 0/443 FT/T /BRO/ BROWNSVILLE INTERNATIONAL BROWNSVILLE TX. ILS RWY 13R AMDT 5 NDB RWY 13R AMDT 8 LOC BC RWY 31L AMDT 5 NDB RWY 31L AMDT 1 RNAV RWY 35L ORIG RNAV RWY 17R ORIG VOR RWY 26 AMDT 17 ACTIVATE MALSR RWY 13R 118.9.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1–122.7.

SOUTHEAST

ALABAMA

FDC 0/241 FI/T /ANB/ ANNISTONCALHOUN COUNTY, ANNISTON, AL. TAKEOFF MINIMUMS RWY 23 STANDARD. RWY 5. 900–1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT NM TO 1600. IFR DEPARTURE PROCEDURES RWY 23. CLIMB WEST BOUND TO 3000 ON TDG VORTAC R-085 BEFORE TURNING SOUTH OR EAST BOUND. RWY 5. CLIMBING RIGHT TURN TO INTERCEPT TDG VORTAC R-085. CLIMB EAST BOUND TO 3000 BEFORE PROCEEDING ON COURSE.

FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

#FDC 0/579 FI/T /12J/ BREWTON MUNI BREWTON AL. VOR RWY 30 AMDT 4 ADD PROC DATA NOTE DME REQUIRED.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14–32 5000 FT VICE 2300 FT.

FDC 0/149 FI/T (MCO) ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36L AMDT 6 ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR DME RWY 18L ORIG VOR/DME RWY 18R ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 RADAR 1 AMDT 1. INCREASE CATS A/B/C CIRCLING MDA TO 600 MSL.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210–300. 2600; 300–210. 1700.

#FDC 0/546 FI/T /X07/ LAKE WALES MUNI LAKE WALES FL. VOR/DME-B ORIG NA FROM 2300 LOCAL UNTIL DAWN DAILY.

#FDC 0/601 FI/P /TPA/ TAMPA INTL, TAMPA, FL. ILS RWY 36L AMDT 9 DISTANCE TO THRESHOLD FROM INNER MARKER 830 FT., 150 HAT 1874 FT 100 HAT 833 FT AND GLIDE SLOPE ANTENNA 1249 FT. PROCEDURAL DATA NOTES CHANGE CAT II SI ILS RWY 36L RADIO ALTIMETER TO 161 FOR HAT 150 AND RADIO ALTIMETER 104 FOR HAT 100. THIS IS ILS RWY 36L AMDT 10.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200–1.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 0/404 FI/P (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTL ATLANTA GA. CORRECT US GOVT CHART STAR-MACEY TWO ARRIVAL/ MACEY. MACEY 2/ATLANTA GA. CORRECT TO READ. LANDING EAST. EXPECT CLEARANCE TO CROSS LOGEN AT 14000 FT AT 250K.

FDC 0/418 FI/T (4A4) CORNELIUSMOORE FIELD CEDERTOWN GA. VOR-A AMDT 9 RNAV RWY 28 ORIG AND RNAV RWY 10. ORIG PROCEDURES NOT AUTHORIZED AT NIGHT.

FDC 0/463 FI/P (27A) ELBERT COUNTY-PATZ FIELD ELBERTON GA. VOR/DME-A ORIG CANCELLED.

#FDC 0/576 FI/P V51W FROM NELLO INT GA. TO MADOL INT GA. MOCA 5600 VICE 5200.

#FDC 0/598 FI/P /4A4/ CORNELIUSMOORE FIELD CEDARTOWN GA. RNAV RWY 28 ORIG CORRECT U S GOVT CHART /AL-5501/ SOUTHEAST VOL 2 EFFECTIVE 17 APR 1980 BY CHANGING COORDINATES OF GUSSY WP TO LAT 33–59–56.9N LONG 084–58–52.7W.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/100 FI/T (SDF) STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29 AMDT 11 SI ILS 29 DH 731 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS. SI LOC 29 MDA 940 FT/HAT 459 FT ALL CATS. VIS RVR 4000 FT CAT A, B, C; RVR 5000 FT CAT D. MISSED APCH DH 731 FT. PROC DATA NOTES: ADD INOP TABLE DOES NOT APPLY TO ILS FOR INOP MALSR OR MM. CAT A AND B SI-LOC VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. RADAR-1 AMDT 15 SI-29 VIS CAT A AND B RVR 4000 FT. CHANGE PROC DATA NOTES FOR RWY 29. CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. CAT D AND E VIS INCREASED TO RVR 6000 FT FOR INOP MALSR. VOR RWY 29/TAC AMDT 13 SI RWY 29 VIS. CAT A AND B RVR 4000 FT CAT D 1 3/4 MI. SI RWY 29 DME MINIMA MDA 940 FT/HAT 459 FT ALL CATS. VIS CAT A,B,C RVR 4000 FT.CHANGE PROC DATA NOTES SI RWY 29 CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR. SI RWY 29 DME MINIMA CAT A AND B VIS INCREASED TO RVR 5000 FT FOR INOP MALSR.

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/422 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

FDC 0/504 FI/P /SME/ SOMERSET PULASKI COUNTY SOMERSET KY. NDB RWY 4 AMDT 5 PROC CANCELLED.

#FDC 0/604 FLIGHT RESTRICTION 2 NAUTICAL MILE RADIUS OF THE CHURCHILL DOWNS RACE TRACK LOUISVILLE KY. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FT MEAN SEA LEVEL. NO AIRCRAFT MAY OPERATE IN ABOVE AIRSPACE FROM 1200–2400GMT 3 MAY 1980 WITHOUT SPECIFIC APPROVAL OF THE ADMINISTRATOR. CONTACT STANDIFORD KY. AIR TRAFFIC CONTROL TOWER 502-368-1611 FOR FURHER INFORMATION. LOUISVILLE KY. /LOU/ IS COORDINATING FLIGHT SERVICE STATION.

MISSISSIPPI

FDC 0/447 FI/T (GWO) GREENWOODLEFLORE, GREENWOOD, MS. VOR RWY 5 AMDT 6 SI RWY 5 MINS NA AT NIGHT.

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

FDC 9/1329 FI/T (PCU) PICAYUNE PEARL RIVER COUNTY, PICAYUNE, MS. IFR TAKEOFF MINIMUMS RWY 5/23 STANDARD IFR DEPARTURE PROCEDURE RWY 5 CLIMB RUNWAY HEADING TO 500 FT BEFORE TURNING LEFT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/488 FI/T /NC14/ SHILOH, REIDSVILLE, NC. RNAV RWY 31 ORIG SI RWY 31 MDA 1300/HAT 632 ALL CATS. VIS CAT C 1 3/4 MILES.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITTGREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/471 FI/T (GSP) GREENVILLESPARTANBURG, GREER, SOUTH CAROLINA. LOC RWY 21 AMDT 1 SI RWY 21 CAT A. B. AND C RVR 5000. CAT D RVR 6000. RNAV RWY 21 AMDT 1 SI RWY 21 CAT A. B. AND C RVR 5000. CAT D RVR 6000.

FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG, GREER, SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

TENNESSEE

FDC 0/388 FI/T (CKV) OUTLAW FIELD CLARKSVILLE TN. LOC RWY 34 ORIG AND NDB RWY 34 ORIG NA.

FDC 0/430 FI/T /MQY/ SMYRNA, SMYRNA TN. NDB 32 AMDT 3. SI RWY 32 VIS CAT A AND B 1 MILE CAT C 1 1/2 MILES. CAT D 1 1/2 MILES. VOR/DME RWY 32 AMDT 7 SI RWY 32 VIS CATS A AND B 1 MILE. CAT C 1 1/4 MILES. CAT D 1 1/2 MILES.

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

#FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18–36.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100–0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

#FDC 0/580 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 5 VOR RWY 12 AMDT 10 CIRCLING MDA 820 FT CAT A.

#FDC 0/610 FLIGHT RESTRICTION 2 STATUTE MILE RADIUS OF THE BADERSFIELD, CA. /BFL/ VORTAC 200 DEGREE RADIAL AT 17 NAUTICAL MILES AND 2 STATUTE MILE RADIUS OF THE BAKERSFIELD. CA. 168 DEGREE RADIAL AT 19 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10.000 FT MEAN SEA LEVEL. BAKERSFIELD. CA. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES ARE 1300Z TO 1400Z 30 APRIL 1980.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TO DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R. ST-IN LOC 12R RAISE MDA TO 460: ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATAEUREKA CA. ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG. NDG RWY 25 AMDT 28. ILS RWY 25 AMDT 29. VOR RWY 25 /TAC/ AMDT 5. CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15/33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT. 7000: V220 PASSE INT TO MCK VOR. 7000: V216 ORIAN INT TO HLC VORTAC. 6300.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

FDC 0/438 FI/P /PUB/ PUEBLO MEMORIAL PUEBLO CO. LOC BC RWY 25R AMDT CANCELLED.

FDC 0/439 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDESIGNATED 8L/26R. IFR DEP PROC TKOF MINS RWY 8L-R/26L R 12 17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

UTAH

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000–360 12900 FT.

FDC 9/2015 FI/T (LGU) LOGAN-CACHE, LOGAN UT. VOR-A AMDT 3. VOR-C, ORIG. ALTERNATE MINIMUMS NOT AUTHORIZED FOR ALL AIRCRAFT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700–2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/293 FI/T (CID) CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 AND NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA. ACTIVATE SALSR RWY 9 – 118.7.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/522 FI/T /GLD/ RENNER FIELD/GOODLAND MUNI/ GOODLAND KS. NDB RWY 30 AMDT 1 LOC RWY 30 AMDT 1 VOR RWY 30 AMDT 2 VOR/DME RWY 30 ORIG RNAV RWY 12 AMDT 2. ADD PROC DATA NOTE WHEN CONTROL ZONE NOT IN EFFECT ALTERNATE MINS NA.

#FDC 0/571 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE WICHITA KS. VORTAC 040 DEGREE RADIAL AT 25 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL WICHITA KS. IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/402 FI/P (FCM) FLYING CLOUD MINNEAPOLIS MN. VOR RWY 9R ORIG PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36 118.1. ODALS INOPERATIVE. THIS IS VOR RWY 9R AMDT 1. VOR RWY 9L AMDT 9 TERM RTE CHG BRG PRIOR INT TO FCM VOR/DME TO 353 VICE 355. PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36–118.1. THIS IS VOR RWY 9L AMDT 10. VOR RWY 36 AMDT 5 TERM RTE CHG BRG PRIOR INT TO FCM VOR/DME TO 353 DEG VICE 355. PROC DATA NOTES ADD NOTE TO EXISTING NOTES WHEN CONTROL ZONE NOT IN EFFECT THE FLWG APPLIES ACTIVATE HIRLS RWY 9R/27L AND MIRLS RWY 18/36–118.1. ODALS INOPERATIVE. THIS IS VOR RWY 36 AMDT 6.

FDC 0/519 FI/P /AEL/ ALBERT LEA MUNI ALBERT LEA MN. VOR RWY 16 AMDT 4 ADD PROC DATA NOTE: ACTIVATE MIRLS AND REILS RWY 16–34 – 122.8. THIS IS VOR RWY 16 AMDT 5.

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC BWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

#FDC 0/584 FI/T /STP/ ST PAUL DOWNTOWN HOLMAN FLD ST PAUL, MN. MLS RWY 30 /INTERIM/ AMDT 3 SI LOC RWY 30 AND CIRCLING MINIMA ONLY.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11–29 AND MIRLS RWY 17–35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/223 FI/T/TBN/FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 1 LOC RWY 14 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14–118.7.

FDC 0/289 FI/T (BUM) BUTLER MEMORIAL BUTLER MO. VOR-A AMDT 3 PROC NA.

FDC 0/332 FI/T (STL) LAMBERT-ST. LOUIS INTERNATIONAL, ST. LOUIS, MO. RADAR-1 AMDT 23. SI ASR RWY 30L MDA 1040 FT HAT 469 FT ALL CATS. CAT C VIS RVR 4000 FT, CAT D VIS RVR 5000 FT, CAT E VIS RVR 6000 FT. CAT A AND B VIS BECOME RVR 5000 FOR INOPERATIVE MALSR RWY 30L.

FDC 0/542 FI/P /STL/ LAMBERTST LOUIS INTERNATIONAL ST LOUIS MO. NDB RWY 12R AMDT 9. CORRECT US GOVT CHART/AL-360/ NAIRN INT TO LM LOM 5.0 NM.

#FDC 0/550 FI/P /M62/ COUNTY MEMORIAL NEW MADRID MO. NDB RWY 18 ORIG. MISSED APPROACH: CLIMBING RIGHT TURN TO 2100 FT IN EIW NDB HOLDING PATTERN. THIS IS AMDT 1.

#FDC 0/578 FI/P /SUS/ SPIRIT OF ST. LOUIS ST. LOUIS MO. RNAV RWY 25 ORIG CORRECT US GOVT CHART/AL-5400/ NORTH CENTRAL VOL 2 EFFECTIVE 17 APR 1980. CHANGE COORDINATES OF FAF 4.0 ATD FROM MAW/P LAT 384031.9N LONG 0903305.6W.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

FDC 9/2118 FI/T (STJ) ROSECRANS MEMORIAL, ST JOSEPH, MO. NDB RWY 17 AMDT 5 NDB RWY 35 AMDT 25, ILS RWY 35 AMDT 25, LOC BC RWY 17 AMDT 4. VOR RWY 17 AMDT 10, RNAV RWY 17 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE SALS RWY 35, MIRL RWY 13/31, HIRL RWY 17/35 126.9.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

FDC 0/517 FI/P/ /OFK/ KARL STEFAN MEMORIAL NORFOLK, NE. LOC RWY 1 AMDT 1 VOR RWY 1 AMDT 3. ADD PROCEDURAL DATA/NOTE: ACTIVATE MALS RWY 1–122.8. THIS IS LOC RWY 1 AMDT 2, VOR RWY 1 AMDT 4.

FDC 0/518 FI/P /MCK/ MCCOOK MUNI MCCOOK NE. VOR RWY 12 AMDT 6 RNAV RWY 12 AMDT 1. ADD PROCEDURAL DATA/ NOTE: ACTIVATE MALS RWY 12 122.8. THIS IS VOR RWY 12 AMDT 7 RNAV RWY 12 AMDT 2.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/512 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD. LOC/DME BC RWY 17 AMDT 2. PROC TURN ALT 4500 FT. TERMINAL ROUTES: ATY VORTAC TO STROY/ ATY 2.4 DME 4500 FT; LOM TO STROY/ ATY 2.4 DME 4500 FT; 8 DME ARC FROM ATY R-229 CLOCKWISE TO I-ATY LOC 4500 FT; 8 DME ARC FROM ATY R-100 COUNTERCLOCKWISE TO I-ATY LOC 4500 FT. MISSED APPROACH ALT CLIMB TO 4500 FT.

FDC 9/1916 FI/T (PIR) PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 3 SI-ILS RWY 31 DH 1938 FT HAT 220 ALL CATS.

NORTHWEST

IDAHO

FDC 9/2017 FI/P V-484, WODEN INT TO DRYAD INT ID. MEA 12000 FT, MOCA 10100 FT, MCA DRYAD INT 13000 FT EASTBOUND. DRYAD INT TO SWITZ INT MEA 16000 FT. MOCA 11900 FT. DRYAD INT: TWF VORTAC 112 RADIAL/29NM, BYI VORTAC 175 RADIAL.

MONTANA

FDC 9/1568 FI/T (FCA) GLACIER PARK INTERNATIONAL KALISPELL MT. ILS RWY 1 AMDT 2. GLACI OM MAY BE IDENTIFIED BY INT OF LOC AND FCA VOR R-245.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

#FDC 0/602 FLIGHT RESTRICTION 10 STATUTE MILE RADIUS OF THE CREST MT. ST. HELENS/PORTLAND OR. /PDX/ VORTAC 012 DEGREE RADIAL AT 032 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO FL210. OPERATION OF AIRCRAFT CARRYING PROPERLY ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. /PDX/ OR SEATTLE WA. /SEA/ FLIGHT SERVICE STATION. OTHER OFFICIAL BUSINESS OPERATORS SHALL FILE WITH AND OBTAIN U.S. GEOLOGICAL SURVEY APPROVAL PRIOR TO DEPARTURE. PHONE NUMBER 206–696–7518. THE ABOVE FLIGHTS SHALL OBTAIN AUTHORIZATION TO ENTER THE FLIGHT RESTRICTION AREA FROM SEATTLE ARTCC ON THE FREQUENCY SPECIFIED BY THE COORDINATING FLIGHT SERVICE STATIONS AND U.S. GEOLOGICAL SURVEY. EXIT NOTIFICATION IS MANDATORY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA/ ARE COORDINATING FLIGHT SERVICE STATIONS.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

FDC 0/456 FI/T /S33/ CITY-COUNTY MADRAS OR. VOR/DME RWY 34R AMDT 2 NOT AUTHORIZED.

WASHINGTON

FDC 0/324 FI/P (GEG) SPOKANE INTERNATIONAL SPOKANE, WA. LOC RWY 3 AMDT 3. CORRECT US GOVT CHART/ AL-403 PROCEDURE TURN SOUTH SIDE OF CRS 205 OUTBOUND 4000 FT WITHIN 10 MI OF GEG VORTAC.

FDC 9/1038 FI/T (CLM) WILLIAM R. FAIRCHILD INTL. PORT ANGELES WA. VOR-A AMDT 1 NA.

FDC 9/1203 FI/T (NOW) PORT ANGELES CGAS PORT ANGELES WA. VOR-D ORIG. COPTER VOR 241 ORIG. VOR-B AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

FDC 9/2081 FI/T (RLD) RICHLAND, RICHLAND, WA. NDB RWY 19 ORIG AND LOC RWY 19 ORIG RWY DESIGNATED 01 AND 19 BUT IS MARKED 18 AND 36. IFR TKOF AND DEPARTURE PROCEDURES ALL REFERENCES TO RWY 18/36 SHOULD READ 01/19.

FDC 9/2096 FI/T (RLD) RICHLAND RICHLAND WA. NDB RWY 19 ORIG LOC RWY 19 ORIG ALTERNATE MINIMUMS NOT AUTHORIZED.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/426 FI/P /BIG/ ALLEN AAF DELTA JUNCTION/FORT GREELY AK. VOR/DME OR TACAN RWY 18 ORIG. TERMINAL ROUTES R-281 BIG VORTAC CW/ IAF/ TO R-011 BIG VORTAC/NOPT/VIA 15 DME ARC AND R-091 BIG VORTAC CCW/IAF/ TO R-011 BIG VORTAC/NOPT/VIA 15 DME ARC ALT 4600 FT. THIS IS AMDT 1.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

FDC 9/1370 FI/T (FAI) FAIRBANKS INTERNATIONAL, FAIRBANKS, AK. ILS RWY 1L AMDT 1 LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 406 FT. ILS RWY 19R AMDT 18 RADAR FIX MINIMA CAT A CIRCLING MDA 840 FT HAA 406 FT.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/520 FLIGHT RESTRICTION OVER THE EASTERN HALF OF LAKE PONTCHARTRAIN EAST OF CAUSEWAY BRIDGE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE MEAN SEA LEVEL. NEW ORLEANS /NEW/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIME APRIL 19 1980 1700–1900Z.

# FDC 0/606 OPERATIONS TO OR FROM CUBA PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC, THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRAFT. VOILATIONS OF FAR REQUIREMENTS OF PROCEDURES REFERRED TO IN THE NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATION AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101, EFFECTIVE 281600Z AND UNTIL FURTHER NOTICE: 1. THE IMMIGRATION AND NATURALIZATION SERVICE AND THE BUREAU OF CUSTOMS HAVE ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT, FT. LAUDERDALE, FLORIDA, AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR ALL FLIGHTS TO OR FROM CUBA REGARDLESS OF INTERMEDIATE STOPS. 2. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION. END OF PART 1. OPERATIONS TO OR FROM CUBA PART 2 OF 2. 3. REGARDLESS OF INTERMEDIATE STOPS, THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA THAT HAVE THE ADVANCE APPROVAL OF THE IMMIGRATION AND NATURALIZATION SERVICE AT THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. 4. UNDER 15 CFR 371.19, A GENERAL LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTICATE, COMMERCIAL OPERATING CERTIFICATE, OR AIR TAXI OPERATING CERTICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES, ADOPTED THIS DATE, THIS LICENSE, WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE, MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALEHOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101. END OF PART 2.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^R type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461-1659
Lancaster	(614) 654-5457
Marion	(614) 382-1777
Mansfield	(419) 525-2955
Newark	(614) 345-1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S—"Do you want more information, answer yes or no?"
P—Y; # #
S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E) Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY AND FLIGHT EVALUATION CONFERENCE (SAFECON)

GRAND FORKS INTERNATIONAL AIRPORT IS THE SIGHT FOR THE NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY & FLIGHT EVALUATION CONFERENCE (SAFECON).

THE DATES FOR THE CONFERENCE ARE MAY 15, 16, and 17, 1980.

TFC DELAYS OF UP TO 15 MINUTES ARE EXPECTED FOR ARRIVING AND DEPARTING TRANSIENT AIRCRAFT DURING COMPETITIVE EVENTS ON FRIDAY MAY 16th AND SATURDAY MAY 17th.

TUESDAY AND WEDNESDAY MAY 13 and 14 WILL HAVE AN INCREASE IN LOCAL TRAFFIC BUT NO OPERATIONAL DELAYS SHOULD BE EXPECTED.

INDIANAPOLIS, INDIANA

SPECIAL AIR TRAFFIC PROCEDURES FOR RACE DAY, MAY 25, 1980

Due to the large volume of traffic in the Indianapolis area on "Race Day", May 25, 1980, the following information and special procedures are provided for aircraft arriving and departing Indianapolis International Airport. Recommended procedures for flights arriving and departing satellite airports in the Indianapolis terminal area are included.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft.

ARRIVAL DELAYS - Indianapolis International Airport. Expect delays between 0700-1000 EST. No delays expected prior to 0700 EST.

DEPARTURE DELAYS. Expect considerable delays from 1500 EST to 1900 EST.

ATIS. 125.35 MHz. It is imperative that all pilots landing at Indianapolis International Airport and the satellite airports who participate in Stage III radar service monitor ATIS prior to approach control or VFR control to obtain advance information.

VFR ARRIVAL PROCEDURES - EFFECTIVE 0700-1100 EST. VFR flights landing Indianapolis International and/or Eagle Creek, Speedway and Skyway Airports proceed to one of the five VFR outer entry points depicted on the enclosed map and contact Indianapolis VFR arrival control on the frequency associated with that entry point. Aircraft are requested to hold at VFR outer points of entry until advised by Indianapolis VFR arrival control to proceed to inner check points. Aircraft will be cleared to depart entry points on a "first come, first serve" basis. After clearance to proceed to inner check points, pilots are expected to proceed at 3,000 feet (VFR weather permitting) and remain on VFR arrival control frequency. All pilots will be provided Stage III radar service inbound unless advised. All pilots should be alert to radio frequency assignments as temporary frequencies will be in use.

IFR ARRIVALS. IFR flights should file their flight plan from point of departure. Due to frequency congestion, Indianapolis Center will be unable to copy flight plans. Pilots are advised to schedule arrivals for Saturday, May 24 or prior to 0700 EST Sunday, May 25.

DEPARTURE PROCEDURES - Indianapolis International Airport - Effective 1430-1900 EST. Indianapolis Center requests IFR departures to file flight plans prior to 1200 EST. Aircraft who depart VFR and expect to air file IFR flight plan can expect up to two hours delay for clearance within 100 mile radius of Indianapolis. Regularly scheduled Indianapolis air carriers - normal handling. All other departures (VFR or IFR) monitor ATIS on 125.35. DO NOT contact clearance delivery, ground control or Tower. Detailed departure instructions will be disseminated at the entry gate to each of the aircraft parking areas. The instructions contain information concerning signs posted along your taxi route. Adherence to these instructions will expedite your departure.

VFR ENROUTE TRAFFIC. It is recommended that VFR overflights remain clear of a 30-mile radius of Indianapolis below 10,000 feet due to congestion of high performance aircraft climbing to and descending from 10,000 feet.

NOTE: Stage III radar service information in Part 1 and TRSA of Part 4 of the AIM. See attached map of this Special Notice for location of satellite airports. Be alert for WAKE TURBULENCE in the TERMINAL AREA.

BE ALERT FOR CHANGING AIRPORT NOTAMS

RACE DAY -- MAY. 25, 1980

VFR ARRIVALS

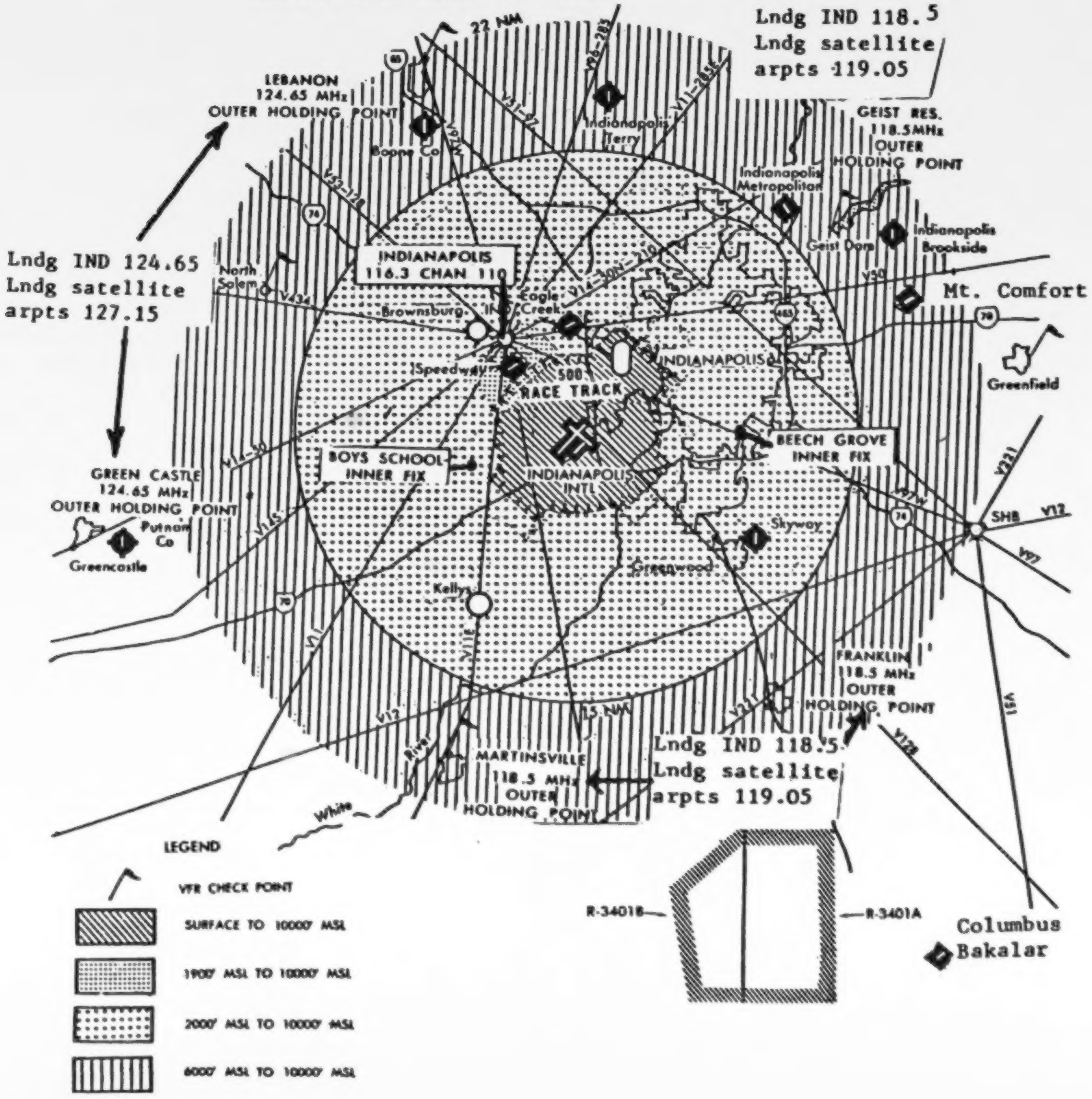
INDIANAPOLIS INTL – INDIANAPOLIS INDIANA

FIELD ELEV. 797 FT MSL

MONITOR ATIS 125.35 MHz

VFR AIRCRAFT LANDING AT SATELLITE AIRPORTS AND NOT DESIRING TO PARTICIPATE IN STAGE III SVC, MAY DO SO WITHOUT CONTACTING INDIANAPOLIS APPROACH OR VFR CONTROL. IT IS RECOMMENDED THEY REMAIN CLEAR OF THE IND TRSA. (VFR BELOW 2000' AND OUTSIDE THE INDIANAPOLIS CONTROL ZONE WITHIN A 15 N.M. RADIUS.)

*NOTICE DIFFERENT FREQUENCIES FOR VFR AIRCRAFT LANDING IND. AND SATELLITE AIRPORTS.



Lndg IND 118.5
Lndg satellite arpts 119.05
22 NM
LEBANON 124.65 MHz OUTER HOLDING POINT
Boone Co
V97W
V51-97
V96-283
V11-285E
Indianapolis Terry
V53-128
74
65
GEIST RES. 118.5MHz OUTER HOLDING POINT
Indianapolis Metropolitan
Geist Dam
Indianapolis Brookside
Lndg IND 124.65
Lndg satellite arpts 127.15
North Salem
V434
INDIANAPOLIS 116.3 CHAN 110
Brownsburg
IND
Eagle Creek
V14-30N-110
V50
Mt. Comfort
465
70
Greenfield
Speedway
500 RACE TRACK
INDIANAPOLIS
BEECH GROVE INNER FIX
V14-30
BOYS SCHOOL INNER FIX
INDIANAPOLIS INTL
V221
GREEN CASTLE 124.65 MHz OUTER HOLDING POINT
V115
Putnam Co
Greencastle
V97W
74
SHB
V12
Skyway
V97
Greenwood
Kellys
70
V11
V11E
FRANKLIN 118.5 MHz OUTER HOLDING POINT
V51
V12
15 NM
V221
V128
River
MARTINSVILLE 118.5 MHz OUTER HOLDING POINT
Lndg IND 118.5
Lndg satellite arpts 119.05
White
LEGEND
VFR CHECK POINT
SURFACE TO 10000' MSL
1900' MSL TO 10000' MSL
2000' MSL TO 10000' MSL
6000' MSL TO 10000' MSL
R-3401B
R-3401A
Columbus Bakalar

READING, PENNSYLVANIA AIR SHOW

SPECIAL TRAFFIC PROCEDURES FOR AIRCRAFT MAINTENANCE AND OPERATIONS MEETING

JUNE 9-14, 1980 AT READING MUNICIPAL
GENERAL CARL A. SPAATZ FIELD, READING, PENNSYLVANIA

Due to the large volume of air traffic expected in the Reading area on June 9-14, the Federal Aviation Administration has established the following special procedures to maintain the safe, orderly flow of air traffic at Reading Municipal Gen. Carl A. Spaatz Field. Pilots are asked to cooperate by following these special procedures when arriving and departing.

GENERAL INFORMATION

Automatic Terminal Information Service (ATIS). Pertinent arrival departure information will be broadcast continuously on ATIS frequency, 127.1 MHz. All pilots are asked to listen to this broadcast before calling Reading Arrival Control or Ground Control. Harrisburg will broadcast arrival information at Reading on Harrisburg ATIS 134.95 MHz. HAR VOR 112.5 MHz and ABE VOR 117.5 MHZ.

High Density Traffic. All types of aircraft, including jets and helicopters, will be operating in the area.

RDG Airport Closings (Subject to Change-Check FAA NOTAMS)

Monday, June 9th — U.S. Air Force Thunderbirds Arrival, ETA 1200 EDT. Airport will be closed for one hour after their arrival.

Tuesday, June 10th — Fly By Demonstrations-Airport closed 1500 EDT to 1645 EDT.

Weds., June 11th — Fly By Demonstrations-Airport closed 1500 EDT to 1645 EDT.
Air Show-1720 EDT to 1920 EDT

Thurs., June 12th — Fly By Demonstrations-Airport closed 1500 EDT to 1645 EDT.
Air Show-1720 EDT to 1920 EDT.

Friday, June 13th — Fly By Demonstrations-Airport closed 1400 EDT to 1545 EDT.
Air Show-1620 EDT to 1820 EDT.

1. Temporary FSS at Reading Municipal Airport. Harrisburg FSS will again operate a temporary facility on site. This year, it will be located in a low, square building connecting two longer buildings (#506 and #507). Building #507 is this year's site of "Pilots Registration" for the airshow. These are all on the south side of the terminal parking lot.

Hours of Operation:

Monday, June 9th. . . . . Call Harrisburg FSS
Tuesday, June 10th to Friday, June 13th . 8 a.m. -9 p.m.
Saturday, June 14th. . . . . 8 a.m. -4 p.m.

2. Scheduled Pilot Weather Briefings (PWB) At this temporary FSS, we have established sectorized Briefing positions identified as NORTH, SOUTH and WEST, designed to provide scheduled group PWB's by route direction. Each sector will have its own weather data and Specialist.

Pilots may gather at the appropriate sector in the FSS between on-the-hour and 15 minutes-past-the-hour, during which time weather data is being received and prepared for group presentation. *Your Pilot Weather Briefing will begin at 20 minutes past* each hour.

With everyone's cooperation in this new procedure, we will provide our same high quality briefings, but handle a much greater number in a tailored manner.

3. Filing IFR Flight Plans to Depart RDG *All IFR proposals to depart RDG* must be filed only at the temporary FSS or with the parent facility, Harrisburg FSS. You are urged to please file hours in advance of your proposal time, because the *IFR departure reservations will be limited* to the maximum number of aircraft acceptable into the ATC system at that time. Two departure fixes will be used ... one to HAILS intersection (north and eastbound), and one to RAV (west and southbound). All proposals must have one of these fixes as the first point of the route after RDG. Your IFR Flight Plan will be assigned a "departure reservation hour" which you *must obtain at time of filing.*

REMINDER: DO NOT FILE IFR FLIGHT PLANS TO DEPART RDG WITH ANY OTHER FACILITY EXCEPT THE TEMPORARY FSS OR WITH HARRISBURG FSS.
All other facilities have been notified to refer such filing requests to our FSS's.

4. VFR Flight Plans

CANCELLING:

All VFR flight plans inbound to RDG should be cancelled with either the temporary FSS (in person) or with Harrisburg FSS (phone or inflight radio). A less desirable but helpful method is by radio or phone with any other FSS, who will relay the cancellation to us. *When cancelling* with any FSS (including ours), please give these three items:

(1) aircraft ident, (2) departure point, (3) *actual* destination

REMEMBER TO CANCEL
SEARCH & RESCUE OPERATIONS
SHOULD NOT BE WASTED.

FILING and ACTIVATING:

After filing VFR to depart RDG or satellite airports, remember to *activate your VFR Flight Plan* by radio with the first FSS that you can. Be sure to tell them with which facility you had filed, so they know whom to notify activation.

IFR Arrivals. Pilots are asked to file IFR flight plans from departure point to Reading. No airfiles will be accepted because of the volume of traffic. After approach completion, IFR arrivals may be required to enter a VFR holding pattern, depending on the number of arrivals.

IFR Departures. Pilots should file a flight plan well in advance of their proposed departure time.

Runway 36 will be the prime runway for IFR departures (Tower frequency 119.9 MHz). Aircraft filing IFR departure flight plans should at their convenience position themselves in the parking areas close to the approach end of Runway 36. If possible, park in the area bounded by Taxiway A, Runway 36 and the terminal ramp. Prior to engine start, listen to RDG ATIS on 127.1 MHz, then contact clearance delivery on 126.05 MHz, for clearance and/or gate hold procedures. The clearance delivery controller will advise when to start engines and also when to contact Ground Control 121.9 MHz.

VFR ARRIVAL PROCEDURES

(Effective 0700 EDT to 1700 EDT Daily)

Pilots of VFR flights arriving at Reading Municipal Airport call Reading Arrival Control 5 minutes from the VFR arrival fixes. Remain in communication with Arrival Controller until instructed to call Reading Tower. Between 360° and 179°–124.3 MHz, between 180° and 359°–127.85 MHz. As necessary, the Arrival Controller will instruct aircraft to hold in. If you do not have 50 kHz spacing capability, call 124.3 MHz. Report aircraft type, identification and ATIS code word only. As necessary, the Arrival Controller will instruct aircraft to hold in the vicinty of one of the three VFR holding points. Due to traffic volume, the Arrival Controller will be unable to issue traffic information to VFR holding aircraft.

Wind conditions permitting, simultaneous landings will be made on runway 13 and runway 36. The last 1000 feet of runway 13 will be closed for landing. As traffic permits, the Arrival Controller will clear aircraft to enter the traffic pattern and when to contact Reading Tower. The appropriate frequency assignment will be made at this time: 121.0 MHz for runway 13; 119.9 MHz for runway 36. DO NOT enter the Airport Traffic Area until instructed to do so by Arrival Control. This will be done on a first come-first served basis to the extent possible. Please keep your radio call to an absolute minimum; the radio frequencies will be very congested. Right traffic patterns will be in use. Unless instructed otherwise, enter the runway 13 traffic pattern at 90 degrees to downwind leg, southwest of the airport; enter the runway 36 traffic pattern on downwind leg. (PLEASE KEEP THE TRAFFIC PATTERN AS CLOSE TO THE AIRPORT BOUNDARY AS PRACTICABLE AND MAINTAIN SAFE SPACING BEHIND THE AIRCRAFT THEY ARE FOLLOWING.)

VFR DEPARTURE PROCEDURES

Departure information will be broadcast on ATIS 127.1 MHz. During peak departure traffic periods LISTEN on appropriate tower frequency—Runway 31, 121.0; Runway 5, 124.3. DO NOT TRANSMIT. Follow the flow of traffic.

Wind conditions permitting, after air show completion, two departure runways will be used: Runway 31 from the intersection of Runway 5–23 (3800′). Runway 5 from the intersection of Runway 13–31 (2500′). See Attachment 5.

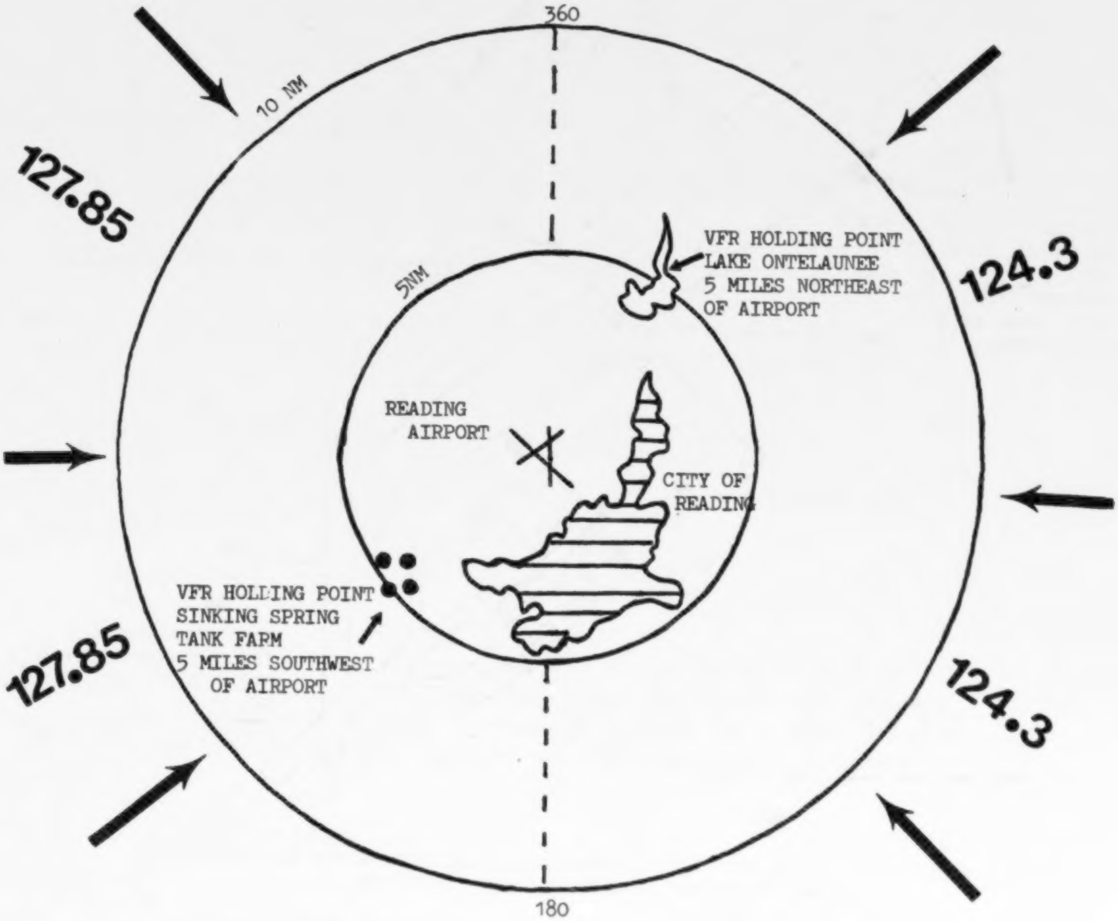
RUNWAY 31 DEPARTURES–LISTEN TO READING TOWER ON 121.0 MHz. ALL R/W 31 DEPARTURES *SHALL TURN LEFT* AFTER DEPARTING.

RUNWAY 5 DEPARTURES–LISTEN TO READING TOWER ON 124.3 MHz. ALL R/W 5 DEPARTURES *SHALL TURN RIGHT* AFTER DEPARTING.

SPECIAL TRAFFIC PROCEDURES FOR AIRCRAFT MAINTENANCE AND OPERATIONS MEETING JUNE 9-14, 1980 AT READING MUNICIPAL AIRPORT-GENERAL CARL A. SPAATZ FIELD READING, PENNSYLVANIA

VFR ARRIVAL PROCEDURES

EFFECTIVE 0700 EDT TO 1700 EDT DAILY

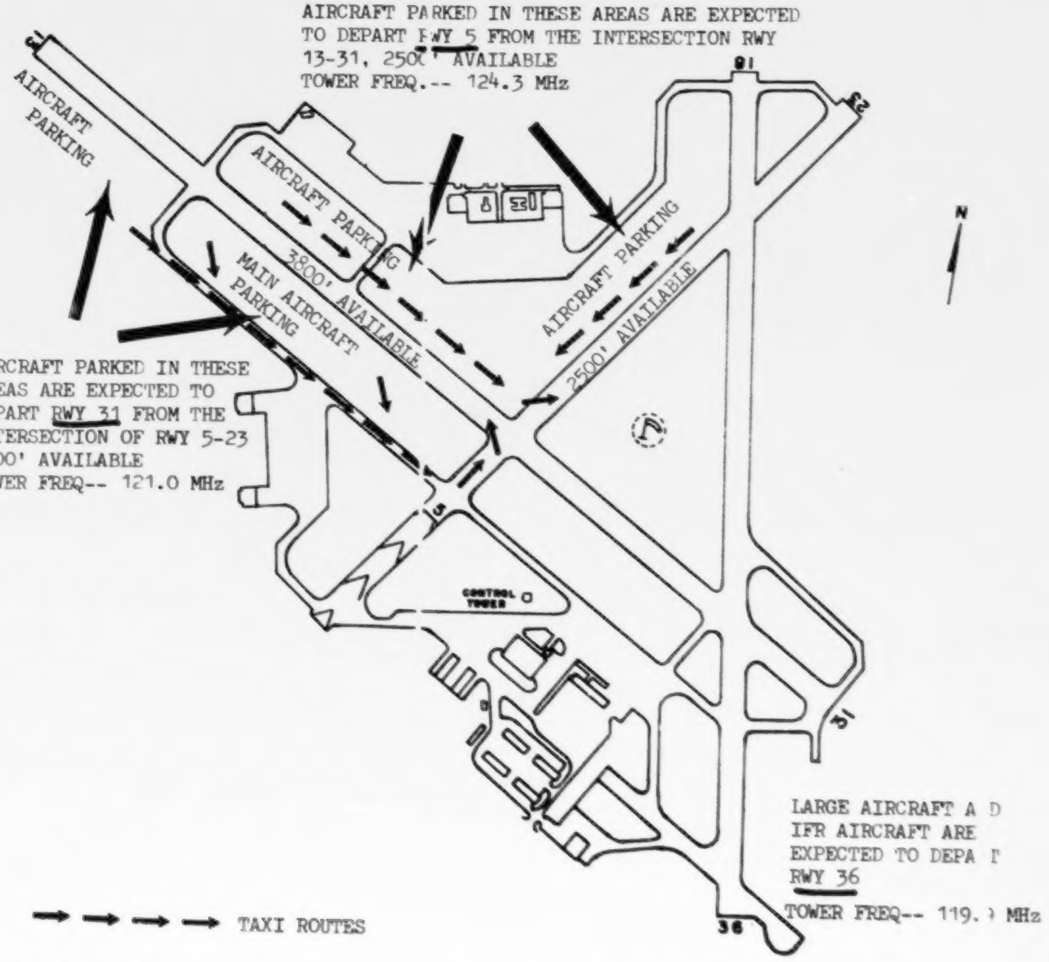

360
10 NM
127.85
5NM
VFR HOLDING POINT
LAKE ONTELAUNEE
5 MILES NORTHEAST
OF AIRPORT
124.3
READING
AIRPORT
CITY OF
READING
VFR HOLDING POINT
SINKING SPRING
TANK FARM
5 MILES SOUTHWEST
OF AIRPORT
127.85
124.3
180

DUE TO TRAFFIC VOLUME, READING TOWER WILL BE UNABLE TO ISSUE TRAFFIC INFORMATION TO VFR HOLDING AIRCRAFT

RDG TWR LETTER TO AIRMEN NO. 80-03 EFF. 6/9/80

READING MUNICIPAL AIRPORT-GENERAL CARL A. SPAATZ FIELD

VFR DEPARTURE PROCEDURES, WIND PERMITTING, DURING PEAK TRAFFIC AFTER THE AIRSHOW IN THE EVENING.


AIRCRAFT PARKING
AIRCRAFT PARKING
MAIN AIRCRAFT PARKING
3800' AVAILABLE
AIRCRAFT PARKING
2500' AVAILABLE
18
23
5
CONTROL TOWER
31
36
N
TAXI ROUTES

AIRCRAFT PARKED IN THESE AREAS ARE EXPECTED
TO DEPART RWY 5 FROM THE INTERSECTION RWY
13-31, 2500' AVAILABLE
TOWER FREQ.-- 124.3 MHz

AIRCRAFT PARKED IN THESE
AREAS ARE EXPECTED TO
DEPART RWY 31 FROM THE
INTERSECTION OF RWY 5-23
3800' AVAILABLE
TOWER FREQ-- 121.0 MHz

LARGE AIRCRAFT AND
IFR AIRCRAFT ARE
EXPECTED TO DEPART
RWY 36
TOWER FREQ-- 119.[illegible] MHz

VFR DEPARTURES

SMALL AIRCRAFT --- LISTEN ON 127.1 MHz FOR ATIS, THEN MONITOR THE APPROPRIATE TOWER FREQUENCY. FOLLOW THE FLOW OF TRAFFIC. DO NOT TRANSMIT

LARGE AIRCRAFT -- LISTEN ON 127.1 MHz FOR ATIS, THEN CONTACT GROUND CONTROL ON 121.9 MHz.

RDG TWR LETTER TO AIRMEN NO. 80-03 EFF. 6/9/80

SPECIAL AIR TRAFFIC PROCEDURES FOR TALL SHIPS

MAY 29 THROUGH JUNE 4, 1980

The Federal Aviation Administration will invoke the priviliges provided under the Federal Aviation Regulations (FAR) Part 91.91, Temporary Flight Restrictions, to assure the safe and efficient use of navigable airspace by aircraft during the Tall Ship visit to Boston Harbor on May 29, through June 4, 1980.

Temporary Flight Restrictions:

1. Area: Eight (8) mile radius of the Boston VORTAC, surface up to but not including 2,500' MSL.

2. Date/Time Period: 24 hours daily, May 29, through June 4, 1980.

REMARKS: Aircraft operations authorized within this area; i.e., news media, banner tow aircraft, and official surveillance type operations shall comply with the following:

a. Helicopters will fly clockwise at 500' MSL.

b. Fixed wing aircraft will fly at 1,000' and/or 2,000' MSL as assigned.

c. Banner tow aircraft will fly counter clokdwise at 1,500' MSL.

The temporary flight restrictions under FAR 91.91 do not apply to flight operations arriving and departing Logan International, Boston, Massachusetts. All other flight operations within the Boston Terminal Control Area or elsewhere will operate in accordance with applicable FAR's.

An applicable NOTAM will be issued.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

ABBREVIATIONS—(Continued)

RVR..... runway visual range
RVRM... Runway Visual Range Midpoint
RVRT.... Runway Visual Range Touch-down
RVRR.... Runway Visual Range Rollout
RVV..... runway visibility values
rwy...... Runway
Nr....... number

S

S........ south
S........ Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF..... Simplified Directional Facility
sec...... second
sfc...... surface
SFL...... Sequenced Flashing Lights
SI....... straight-in approach
SM...... statute mile(s)
SR....... sunrise
SS....... sunset
SSALF... Simplified Short Approach Lighting System with Sequenced Flashers
SSALS... Simplified Short Approach Lighting System
SSALR... Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL.... Short take-off & landing runway
svc...... service

T

T....... true (after a bearing)
TAC..... Terminal Area Chart
TACAN.. UHF navigational facility—omni-directional course and distance information
TCA..... Terminal Control Area
TCH..... Threshold Crossing Height
tfc...... traffic
thr...... threshold
thru..... through
tkof..... take-off
tmprly... temporarily
tmpry.... temporary
TPA..... Traffic Pattern Altitude
TRACON. Terminal Radar approach control
TRSA.... Terminal Radar Service Area
tsnt...... transient
TWEB.... transcribed weather bcst
twr...... tower
twy...... taxiway

U

UHF..... Ultra high frequency
unavbl... unavailable
unlgtd... unlighted
unmon... unmonitored
unusbl... unusable

V

VASI.... Visual Approach Slope Indicator
VFR..... visual flight rules
VHF..... Very high frequency
vis...... visibility
VOR..... VHF Omni-Directional Radio Range
VORTAC. Combined VOR and TACAN System
VOT..... a VOR Receiver testing facility
vsby..... visibility

W

W....... west
wkday... weekday
wkend... weekend
WS...... Weather Service
wt....... weight

Z

Z........ Greenwich mean time

MAY 2 . 1980
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Item 431-C-5
TD 4.12/2:980/11
contin

CLASS TWO NOTAMS

9323

May 29, 1980

Next Issue
June 12, 1980

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OFFSHORE SPECIAL AIRSPACE
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WEST PALM BEACH TRSA
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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

NOTICES TO AIRMEN

INFORMATION CURRENT AS OF MAY 15, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

SAC GLOBAL SHIELD 80 EXERCISE: The Strategic Air Command (SAC) is planning to conduct a training exercise (GLOBAL SHIELD 80) during selected dates of June 1980 which will result in exceeding normal SAC airspace requirements. Operations will be conducted throughout continental U.S. with all bomber traffic (B-52/FB-111) transitting low level training route IR-122. Aircraft operating in accordance with visual flight rules with the intent to cross IR-122 should be extremely alert for exercise aircraft. Route status information will be available through FAA Flight Service Stations along the route. Exercise aircraft will be utilizing numerous flight levels and operating with 10/12 minutes in trail separation between aircraft with additional time separation between individual units . During the exercise, there will be increased requirement for in-flight refueling. Refueling will be conducted on FAA approved random tracks and/or published refuel tracks within the altitude reservation. GLOBAL SHIELD 80 was planned and coordinated with FAA with the intent to minimize impact on other airspace users and still allow SAC to meet training requirements. However, during some periods, there may be instances where non-participating aircraft will not receive requested flight level/route or may be radar vectored around airspace being used in the exercise. There is also the possibility of limited flow control implementation. Radar vectors, altitude changes, re-routes or flow control will be used only as deemed absolutely necessary. A NOTAM will be issued approximately 48 hours prior to exercise beginning containing more specific exercise information.

ALABAMA

NO NOTICES THIS ISSUE

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

PHOENIX SKY HABOR INTL ARPT: Rwy 08R-26L East 3452 ft. clsd. (5/80)

ARKANSAS

BENTON, SALINE COUNTY ARPT: Rwy lights rwy 18-36 OTS. (3/80)

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8-26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

ARCATA-EUREKA ARPT: Rwy lights rwy 1-19 OTS. (6/78) (9/79)

OAKDALE ARPT: Rwy 10-28 lgts OTS and Rwy 28 Thr dsplcd 300 ft. until June 1980. (5/80) Arpt clsd 1500-2300 wkday until 6/1. (5/80) Arpt clsd 1500-2300 wkdays until 6/1. (5/80)

SAN BERNADINO TRI-CITY ARPT: Rwy 07-25 and Rwy 16-34 clsd. (5/80) Rwys 07-25 and 16-34 clsd until 9/1. (5/80)

SAN LUIS OBISPO COUNTY ARPT: Rwy 7-25 clsd.

STOCKTON METRO ARPT: Unlighted and flagged 200 ft crane 4500 ft NW of arpt in line with apch/dep rwy 11R/L Rwy 29 R/L until June 1, 1981. (4/80)

COLORADO

DENVER ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80) Rwy 07/25 & Rwy 17C/35C & ILS Rwy 17R OTS until 6/10. Rwy 17L/35R & ILS 17L/35R OTS until 6/10.

DENVER STAPLETON INTL: ILS Rwy 17L and Rwy 35R OTS until 6/16. Rwy 17L-35R clsd until 6/16. (5/80)

CONNECTICUT

BRIDGEPORT, IGOR I. SIKORSKY MEMORIAL ARPT: Two unlgted 362 ft towers 3 miles north; and 4 miles northeast. (5/80) Unicom freq. 123.0. (5/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

BROOKSVILLE HERNANDO COUNTY ARPT: PCL CMSN Key 122.8 7 times high/5 times med/ 3 times low intsy 0200-SR daily. (5/80)

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. MALS OTS until 7/1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July. ILS Rwy 36L dcmsn. (5/80) MALSR Cmsnd; SALS/REIL Rwy 18R Decmsnd.

PENSACOLA REGIONAL ARPT: VASI rwy 7-25 OTS. (2/80) Mil Operns Tue & Wed 0800-0900 lcl until Dec. 1980 WI 5 NM of NPA/TACAN/062 Deg radial 21 DME (OLF Choctaw) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

ST PETERSBURG, ALBERT WHITTED ARPT: Crane 300 ft AGL .3 West thr rwy 6 until Oct 1. Thr (Rwy 06) dsplcd 1300 ft until Oct 1. (4/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9-27. (10/78) RAIL rwy 18 OTS. (9/77)

GEORGIA

FORT BENNING (COLUMBUS) ARPT: VOR OTS until 6/7. (5/80)

MOULTRIE ARPT: CTLZ hrs 0900-1915 lcl daily. (5/80)

ROME, RICHARD B. RUSSELL ARPT: Unicom freq. 123.0. (5/80)

IDAHO

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 7/14 - 8/7. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

ALTON, CIVIC MEMORIAL ARPT: LOC OTS until 6/20. (5/80)

CANTON ARPT: NDB OTS until 6/1. (5/80)

CHICAGO-O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS until 6/1 - 7/31. (5/80)

DANVILLE VERMILLION COUNTY ARPT: ATCT operating hrs 1200-0200 until 10/25 CTLZ 0700-2100 LCL until 10/25. (5/80)

LITCHFIELD ARPT: NDB OTS. (4/80)

INDIANA

CRAWFORDSVILLE ARPT: NDB OTS until 8/1. (5/80)

GARY MUNI ARPT: ATCT 1200-0300 daily. (5/80)

GARY ARPT: CTLZ hrs 0700-2200 lcl. (5/80)

GREENFIELD, POPE FIELD ARPT: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

MUNCIE, DELAWARE COUNTY-JOHNSON: ILS OTS 6/1 - 6/30. (5/80)

IOWA

MARSHALLTOWN MUNI ARPT: First 2100 ft. apch end Rwy 12 unusable until 6/9. (5/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

OLATHE JOHNSON COUNTY ARPT: Glide slope OTS until 7/11. (5/80)

KENTUCKY

CAMBELLSVILLE, TAYLOR COUNTY ARPT: Rwy lights OTS thru Jun 1. (3/80)

LOUISIANA

BATON ROUGE RYAN ARPT: ILS and Loc back course OTS until 7/1. (4/80) Rwy 13-31 clsd until 7/7. (4/80) Rwy 13-31 clsd until aprxly 9/30. (5/80) ILS Rwy 13 OTS until 9/30. (5/80)

MAINE

BIDDERFORD MUNI ARPT: Thr lights rwy 6-24 OTS UFN. (4/80)

PRESGUE ISLE ARPT: GS operating unrestricted. (5/80)

PRINCETON MUNI ARPT: MIRL Rwy 15/33 OTS until 6/6. (5/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1-19 cmsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

MARTHA'S VINEYARD ARPT: ATCT oper. hrs 0700-2200 5/22-9/15. (5/80)

MONTAGUE TURNERS FALLS ARPT: Unicom freq. 123.0. (5/80)

NANTUCKET MEM'L ARPT: Rwy 33-4 Box VASI Right Side. (5/80)

NORTHAMPTON LA FLEUR ARPT: Unicom freq 122.7. (4/80) Rwy lgts OTS UFN (5/80)

WORCESTER ARPT: Rwy 11-29 clsd until 7/15. REILS and VASI Rwy 29 OTS until 7/15. MALSR Rwy 11 OTS until 7/15. Rwy 02-20 clsd until 6/30. (5/80)

MICHIGAN

SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 780 ft. 6/16 until 9/30. (5/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

EUELETH-VIRGINIA MUNI ARPT: Rwy 14-32 2500 ft by 100 ft. (5/80)

HALLOCK MUNI ARPT: VASI rwy 13 and rwy 31 OTS. (10/77)

MINNEAPOLIS-ST. PAUL INTL/WOLD CHAMBERLAIN ARPT: Rwy 11L/29R clsd until 6/3. (5/80)

THIEF RIVER FALLS ARPT: CTLZ 0500-2100 LCL daily. (5/80)

WINONIA MUNI ARPT: CTLZ suspd until 7/15. (5/80)

MISSISSIPPI

MOULTRIE ARPT: CTLZ hrs 0930-1830 lcl daily beg. 6/6. (5/80)

MISSOURI

JEFFERSON CITY MEML ARPT: Thr Rwy 17 no longer dsplcd 500 ft. (5/80)

JOPLIN MUNI ARPT: Rwy 31-4 Box VASI Left Side. (5/80)

ST. LOUIS SPIRIT OF ST. LOUIS ARPT: ILS back course Rwy 07 unusable beyond 15 NM (5/80)

MONTANA

GREAT FALLS INTL ARPT: ILS OTS 6/16 – 7/18. (5/80)

HELENA ARPT: ILS OTS 7/9 - 7/26. (5/80)

WEST YELLOWSTONE ARPT: ILS OTS 7/21 – 8/5. (5/80)

NEBRASKA

HEBRON MUNI ARPT: Arpt clsd until 11/10. (5/80)

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

BERLIN MUNI ARPT: Unicom freq. 122.7. (5/80)

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 OTS. (1/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd.

CALDWELL, ESSEX COUNTY ARPT: Rwy 9-27 clsd. (8/79)

LINDEN ARPT: Rwy 18-36 clsd. (9/78)

MILLTOWN ZIEGFIELD ARPT: Arpt permly clsd. (5/80)

NEWARK ARPT: Rwy 04L/22R clsd until 11/1; Rwy will reopen 10/1 for night OPNS only until 11/1. (4/80)

SOMERVILLE SOMERSET ARPT: Unicom freq. 122.8. (5/80) Unicom freq. 123.0 (5/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

FARMINGTON MUNI ARPT: Unicom freq. 122.95. (5/80)

GALLUP SENATOR CLARKE FLD ARPT: Rwy 06-24 clsd 6/1-7/15. (5/80)

SKI: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: Rwy 19 SSALR OTS until Nov. 1. (4/80) RVV Rwy 19 OTS UFN. (5/80) North 600 ft. Rwy 1-19 clsd until 11/1. (5/80)

LA GUARDIA ARPT: Arpt clsd fixed wing acft 0001-0700 lcl Mon-Fri 7/8 - 10/15; Excp 9/1 & 9/2 Aprt open 24 hours. (5/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

NEWBURGH STEWART ARPT: ILS OTS until 8/31. (5/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80) RCO 122.4. (5/80)

SCHENECTADY COUNTY ARPT: Rwy 04-22 North 2000 ft lights OTS. (3/80)

STEWART ARPT: Rwy 09-27 clsd until 8/31. ILS Rwy 09 OTS until 8/31. (5/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

FAYETTEVILLE MUNI/GRANNIS FIELD: Rwy 03/21 7204 ft by 150 ft. (5/80)

ROANOKE RAPIDS HALIFAX COUNTY ARPT: Unicom freq. 122.8. (5/80)

SALISBURY ARPT: VOR-Non-Federal Facility. (5/80)

SANFORD-LEE COUNTY BRICK FLD: Thr rwy 3 dsplcd 500 ft; MAEW on or near rwy until June 16. (4/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2-20 clsd nights. (11/78)

FARGO HECTOR FIELD ARPT: VASI Rwy 17 OTS until 6/1. (5/80)

JAMESTOWN ARPT: VOR (JMS) OTS 6/1-7/1. (5/80) LOC OTS 6/1-7/1. (5/80)

RUGBY ARPT: NDB OTS until 8/30. (5/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80) CFX NDB OTS. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

CLEVELAND, BURKE LAKEFRONT: ILS OTS until 6/12. (5/80) Rwy 06L/24R & MALSF Rwy 24 OTS until 6/12. (5/80)

CLEVELAND CUYAHOGA COUNTY ARPT: ILS Rwy 23 OTS 6/1-7/1. (5/80)

CLEVELAND-HOPKINS INTL: Rwy 10R-28L 3276 ft by 75 ft. (5/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80) Thr Rwy 31 dsplcd 1059 ft. (5/80)

HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)

TOLEDO EXPRESS ARPT: ALSF rwy 7 OTS Apr 15 thru June 9. (4/80) Thr rwy 07 dsplcd 4125 ft 6/9 thru 6/16; 2640 ft. 6/16 thru 6/26; 1690 ft. 6/26 thru 7/18. Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8-26 OTS UFN. (4/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

KLAMATH FALLS KINGSLEY FIELD ARPT: ILS OTS 6/2-6/22. (5/80)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

POTTSVILLE SCHUYLKILL COUNTY/JOE ZEBREY ARPT: Rwy 11-29 clsd until 7/1. (5/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

BEAUFORT COUNTY ARPT: Clsd until aprxly 8/15. (5/80)

CHESTER MUNI ARPT: Rwy 17-35 CLSD UFN. (4/80)

FLORENCE CITY-COUNTY ARPT: OM Rwy 09 OTS until 9/15. (5/80)

SOUTH DAKOTA

WATERTOWN MUNI ARPT: MALSR Rwy 35 OTS 5/6 - 7/3. (5/80)

WINNER, BOB WILEY FLD ARPT: Rwy 13-31 clsd. (11/79)

TENNESSEE

CENTERVILLE MUNI ARPT: Construction on Rwy 02-20 until 8/1. VASI Rwy 02 OTS until 8/1. (5/80)

CLARKSVILLE ARPT: CTLZ hrs temporary suspended. (5/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI rwy 15/33 OTS. (8/79)

SELMER, ROBERT SIBLEY ARPT: VASI rwy 16/34 OTS. (2/80)

TULLAHOMA MUNI ARPT: Rwys 06-24 & 14-32 clsd. (4/80) VOR (TUH) monitored 0700-1700 Mon-Fri except holidays. (5/80)

TEXAS

ABILEEN MUNI ARPT: Thr rwy 35L dsplcd 1000 ft until 6/1. (4/80) Unicom freq. 122.95 (5/80)

BEAUMONT MUNI ARPT: Unicom freq. 123.0. (5/80)

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)

BROOKS COUNTY: NDB "BKS" OTS. (5/80)

CHILDRESS ARPT: VORTAC "CDS" unmon/voice OTS 2000-0600 until May 20. (2/80)

COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)

DALLAS, ADDISON: Thr Rwy 18 dsplcd 990 ft. (5/80)

FALFURRIAS BROOKS COUNTY ARPT: NDB OTS until 6/25. (4/80) NDB "BKS" OTS until 7/10. (5/80)

FREER MUNI ARPT: Rwy 14-32 clsd until 9/15. (5/80)

HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)

LAMPASAS ARPT: South 300 ft. Rwy 16-34 clsd until 8/1. (5/80)

LUBBOCK INT'L ARPT: Rwy lights rwy 8-26 OTS excp High Intst. (9/79)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

MOAB CANYONLANDS FIELD ARPT: Rwy 15-33 clsd until 6/1. (5/80) VOR/DME OTS until 7/1. (5/80)

SALT LAKE ARTCC: ARSR/SSR unavbl 13000 - FL290 4815N 11430W 4755N 11430W 11500W (5/80)

SALT LAKE CITY INTL ARPT: MALSR Rwy 16R OTS UFN. (5/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS. (11/78)

FRANKLIN MUNI-JOHN BEVERLY ROSE ARPT: Thr Rwy 09/27 no longr dsplcd 100 ft. (5/80)

HOPEWELL ARPT: Rwy 8-26 clsd. (11/78)

HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd. (5/78) VASI rwy 6-24 OTS thru Aug.

PETERSBURG MUNI ARPT: NW 1500 ft Rwy 14-32 clsd until 6/1. (5/80)

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

EAU CLAIRE COUNTY ARPT: Rwy construction 4/27-9/4. (4/80) Rwy 14-32 clsd until 7/31. (5/80)

MANITOWAC COUNTY ARPT: CTLZ 0600-2100 lcl daily. (5/80)

OSHKOSH, WITTMAN FLD ARPT: Rwy 4-22 and rwy 9-27 clsd.

WYOMING

FORT BRIDGER ARPT: Clsd until 11/1. (5/80)

ROCK SPRINGS SWEETWATER COUNTY ARPT: ILS OTS until 6/15. (5/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS **DO NOT** attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
LA	Lafayette Regional	B
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/659 MAY 15, 1980

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC -------	NATIONAL FLIGHT DATA CENTER
9/103 -----	ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------	FLIGHT INFORMATION/TEMPORARY
FI/P ------	FLIGHT INFORMATION/PERMANENT
#—————	NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/361 FI/T (PWK) PAL-WAUKEE, CHICAGO (WHEELING), IL. IFR TKOF MINS AND DEP PROCS. ADD TKOF MINS RWY 6R/6L 200-1. IFR DEP PROCS RWYS 12L/12R AND 16 CLIMB RWY HDG TO 1000 FT BEFORE TURNING LEFT.

FDC 0/417 FI/T /CPS/ BI-STATE PARKS, EAST ST. LOUIS, IL. VOR/DME-A AMDT 5 PROC DATA NOTES CHANGED TO READ: WHEN CONTROL ZONE NOT EFFECTIVE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. 1. USE LAMBERTST. LOUIS INTL, MO ALTIMETER SETTING 2. INCREASE ALL MDA'S 40 FT. 3. ALTRNATE MINS NA.

FDC 0/557 **FI/P /DEC/ DECATUR DECATUR IL.** LOC BC RWY 24 AMDT 5 CORRECT US GOVT CHART/AL-710/EAST CENTRAL VOL 3 EFF 17 APR 1980 BY DELETING CHAN 46 AT I-DEC LOCALIZER. DME ARC R-098 DEC VORTAC COUNTERCLOCKWISE TO AKLEY IS 14 DME ARC. /DEC R-45 LR/AND 236/ 5.4/ I-DEC/.

FDC 0/593 FI/P /BMI/ BLOOMINGTON-NORMAL BLOOMINGTON-NORMAL IL. ILS RWY 29 AMDT 4 CORRECT US GOVT CHART/ AL-5058/ EAST CENTRAL VOL 3 EFFECTIVE 17 APR 1980 BY DELETING CHANNEL 19 AT BMI VOR.

#FDC 0/622 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. ILS RWY 4 AMDT 20. TERMINAL ROUTES CAP VORTAC /SP/LOM 2300 FT WAVLY INT /IAF/ /SP/ LOM /NOPT/ 355/5.0 /HDG/ /040/10.6 /I-SPI/ 2300 FT PROC TURN ALT 2300 FT MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT, GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 DEGREES TCH 56 FT. THIS IS AMDT 21.

#FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

INDIANA

FDC 0/608 FI/T /IND/ INDIANAPOLIS INTERNATIONAL, INDIANAPOLIS, IND. RADAR-1 AMDT 23 SI RWY 22R MDA 1200/HAT 403 ALL CATS. VIS CAT C RVR 4000.

FDC 9/1204 FI/T (C39) MICHIGAN CITY MUNI MICHIGAN CITY IN. NDB RWY 23 AMDT 2. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1205 FI/T (MGC) MICHIGAN CITY MICHIGAN CITY IN. NDB RWY 20 AMDT 9. NA BETWEEN 2300 AND 0600 LOCAL TIME.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/78 FI/T (AMN) GRATIOT COMMUNITY (ALMA) MI. RNAV RWY 27 AMDT 2 SI AND CIRCLING RWY 27 MDA 1380 FT. HAT 626 FT ALL CATS. VIS CAT C 13/4 MILE.

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/369 FI/T (HAI) THREE RIVERS MUNI DR. HAINES THREE RIVERS MI. VOR-A AMDT 4 CIRCLING MDA CAT C 1360 FT/HAA 536 FT. NDB RWY 27 AMDT 2 NDB/VOR MINIMA CIRCLING CAT C AND D NA.

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/442 FI/T (MOP) MT PLEASANT MUNICIPAL, MT PLEASANT, MI. VOR RWY 27 AMDT 5 CHG MIN ALT WINNZ MBS 25 DME TO 1300 SI RWY 27 MDA 1300 FT/HAT 545 FT ALL CATS. VIS CAT A B 1 MI CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CAT A B 1340 FT/HAA 585 FT VIS 1 MI CAT C MDA 1380 FT/HAA 625 FT VIS 1 3/4 MI CAT D MDA 1440 FT/HAA 685 FT VIS 2 1/4 MI. CHG PROC DATA NOTE RE ALSTG TO READ USE SAGINAW MI ALSTG LOCAL ALSTG NA.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

#FDC 0/621 FI/T /GRR/ KENT COUNTY INTL/ GRAND RAPIDS/ MI. ILS RWY 26L AMDT 14 SI LOC MDA 1280/HAT 490 ALL CATS. NDB RWY 26L AMDT 13 SI MDA 1320/ HAT 530 ALL CATS. VIS CAT C RVR 5000 CAT D 11/2 MI. VOR RWY 36 AMDT 7. SI MDA 1240/HAT 452 ALL CATS. RADAR-1 AMDT 4 SI RWY 36 MDA 1240/HAT 452 ALL CATS. SI RWY 26L MDA 1280/HAT 490 ALL CATS.

#FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

OHIO

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/607 FI/T /4B4/ MERIDEN MARKHAM MUNI, MERIDEN, CT. NDB RWY 36 AMDT 1 PROC NA.

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

#FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ **NIAGARA FALLS NY.** NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

#FDC 0/650 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE CANARSIE NY. VOR 247 DEGREE RADIAL AT 4 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 13000 MEAN SEA LEVEL. ISLIP NY. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1500-1800 MAY 16-18.

#FDC 0/651 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE CANARSIE NY. VOR 327 DEGREE RADIAL AT 8 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 10000 MEAN SEA LEVEL. ISLIP NY. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1700-2000 MAY 25-26.

#FDC 0/652 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE JOHN F. KENNEDY VORTAC 112 DEGREE RADIAL AT 12 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 15000 MEAN SEA LEVEL. ISLIP NY. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1600-2000 JULY 5-6.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000-0600 LOCAL DAILY UFN.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/473 FI/T (RVL) MIFFLIN COUNTY, REEDSVILLE, PA. LOC RWY 6 AMDT 2 PROC DATA NOTE CHG UNICOM FREQ FOR OBTAINING MIFFLIN COUNTY ALSTG TO 122.7.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

# FDC 0/654 FI/T /MFV/ ACCOMACK COUNTY MELFA VA. VOR/DME RWY 2 AMDT 1 SI/CIRCLING MDA 700 FT. HAA/HAT 652 FT ALL CATS.

SI/CIRCLING VIS 1 MILE CAT B. 1 3/4 MILE CAT C. 2 MILE CAT D.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PRCC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800-2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/246 FI/P MEA ON V13 BETWEEN WESFO INT, AR. TO RAZORBACK VORTAC /RZC/, AR. 3100 N-BOUND.

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 8/290 FI/T (LIT) ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 INCREASE STRAIGHT IN ILS DECISION HEIGHT TO 505 FEET AND VISIBILITY TO RVR 4000 ALL CATEGORIES 1200 TO 2400Z DAILY EXCEPT DECISION HEIGHT 455 FEET AND VISIBILITY RVR 2400 AUTHORIZED WHEN NOTIFIED BY ATC CONSTRUCTION CRANES IN APPROACH AREA ARE LOWERED.

FDC 9/2181 FI/T /SGT/ STUTTGART MUNI STUTTGART AR. NDB RWY 18 AMDT 4 LOCAL ALSTG NA.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/171 FI/T (0R3) ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520 FT/HAA 505 FT CAT A/B/C.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18-36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

FDC 9/1758 FI/T (POE) POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/ CIRCLING MDA 920 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. VOR RWY 15 AMDT 4 SI MDA 860 FT ALL CATS. SI VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA 920 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT ALL CATS.

ASR VIS 1 1/2 MILE CAT C 1 3/4 MILE CAT D. CIRCLING MDA ALL RWY 920 FT ALL CATS. VOR RWY 33 AMDT 3 CIRCLING MDA 920 FT ALL CATS. NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT ALL CATS.

FDC 9/1976 FI/T (LA30) FALSE RIVER AIRPARK NEW ROADS LA. VOR/DME-A AMDT 1 CIRCLING MDA ALL CATS 600 FT.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/485 FI/T /E80/ ALEXANDER MUNI BELEN NM. VOR/DME-A ORIG PROC NA.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

#FDC 0/643 FI/T /CSM/ CLINTON-SHERMAN CLINTON, OK. VOR RWY 35 L AMDT 5 SI MDA 2360 FT/HAT 447 FT ALL CATS. CIRCLING MDA 2400 FT/HAA 478 FT CATS A/B/C. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA 2400 FT/HAA 478 FT CATS A/B/C.

FDC 9/1789 FI/T (OKC) WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17L ORIG NDB RWY 35R ORIG ILS RWY 35R ORIG LOC BC RWY 17L ORIG NA.

TEXAS

FDC 0/111 FI/P (T89) CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33 ORIG COR US GOVT CHART AL-6552 PROCEDURE TURN SW OF FINAL APPROACH COURSE.

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/197 FI/T /UVA/ GARNER FIELD UVALDE TX. NDB RWY 33 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAUGHLIN AFB TX ALSTG AND INCREASE ALL MDA 240 FT.

FDC 0/198 FI/T /CZT/ DIMMIT COUNTY CAPRIZO SPRINGS TX. NDB RWY 30 ORIG. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LAREDO TX ALSTG AND INCREASE ALL MDA 140 FT.

FDC 0/199 FI/T /T30/ MCKINLEY FIELD PEARSALL TX. VOR/DME-A AMDT 1. WHEN COTULLA TX ALSTG NOT AVAILABLE USE SAN ANTONIO TX ALSTG AND INCREASE ALL MDA 100 FT.

FDC 0/200 FI/T /COT/ COTULLA MUNI COTULLA TX. VOR-A AMDT 9. WHEN COTULLA TX ALSTG NOT AVAILABLE USE LARADO TX ALSTG AND INCREASE ALL MDA 260 FT.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/200 FI/T (INK) WINKLER COUNTY WINK TX. VOR RWY 13 AMDT 8. CIRCLING MDA 3320 FT ALL CATS. IFR DEPARTURE PROCEDURE RWY 31 CLIMB ON RWY HEADING TO 3500 FT PRIOR TO TURNING.

FDC 9/1934 FI/T (MAF) MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT MSL.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R

AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

FDC 0/399 FI/T/CRP/CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35 AMDT 4 SI-LOC MDA 380 FT/HAT 339 FT ALL CATS. RADAR-1 AMDT 7 ASR RWY 35 MDA 440 FT/HAT 399 FT ALL CATS.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

SOUTHEAST

ALABAMA

FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

FDC 0/579 FI/T /12J/ BREWTON MUNI BREWTON AL. VOR RWY 30 AMDT 4 ADD PROC DATA NOTE DME REQUIRED.

FDC 0/67 FI/T (A04) CENTRE MUNI CENTRE AL. VOR/DME RWY 27 AMDT 1 NA.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210-300, 2600; 300-210, 1700.

FDC 0/546 FI/T /X07/ LAKE WALES MUNI LAKE WALES FL. VOR/DME-B ORIG NA FROM 2300 LOCAL UNTIL DAWN DAILY.

FDC 0/601 FI/P /TPA/ TAMPA INTL, TAMPA, FL. ILS RWY 36L AMDT 9 DISTANCE TO THRESHOLD FROM INNER MARKER 830 FT., 150 HAT 1874 FT 100 HAT 833 FT AND GLIDE SLOPE ANTENNA 1249 FT. PROCEDURAL DATA NOTES CHANGE CAT II SI ILS RWY 36L RADIO ALTIMETER TO 161 FOR HAT 150 AND RADIO ALTIMETER 104 FOR HAT 100. THIS IS ILS RWY 36L AMDT 10.

#FDC 0/615 FI/T /MCO/ ORLANDO INTERNATIONAL FL. ILS RWY 18R ORIG, ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1, VOR RWY 18R AMDT 1, VOR/DME RWY 18L ORIG VOR/DME RWY 18R ORIG, VOR/ DME RWY 36L AMDT 2, VOR/DME RWY 36R AMDT 7, RADAR 1 AMDT 1, INCREASE CATS A,B,C CIRCLING MDA TO 600.

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200-1.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 0/418 FI/T (4A4) CORNELIUS-MOORE FIEL CEDERTOWN GA. VOR-A AMDT 9 RNAV RWY 28 ORIG AND RNAV RWY 10. ORIG PROCEDURES NOT AUTHORIZED AT NIGHT.

FDC 0/576 FI/P V51W FROM NELLO INT GA. TO MADOL INT GA. MOCA 5600 VICE 5200.

FDC 0/598 FI/P /4A4/ CORNELIUS-MOORE FIEL CEDARTOWN GA. RNAV RWY 28 ORIG CORRECT U S GOVT CHART /AL-5501/ SOUTHEAST VOL 2 EFFECTIVE 17 APR 1980 BY CHANGING COORDINATES OF GUSSY WP TO LAT 33-59-56.9N LONG 084-58-52.7W.

#FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/422 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO EWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/488 FI/T /NC14/ SHILOH, REIDSVILLE, NC. RNAV RWY 31 ORIG SI RWY 31 MDA 1300/HAT 632 ALL CATS. VIS CAT C 1 3/4 MILES.

#FDC 0/645 FI/T/ECG/ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5/VOR RWY 1/AMDT 5/VOR RWY 19/ AMDT 4. ADD PROCEDURAL DATA/NOTES CAUTION: TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHWEST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/471 FI/T (GSP) GREENVILLE-SPARTANBURG GREER, SOUTH CAROLINA. LOC RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000. RNAV RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000.

FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG, GREER, SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

TENNESSEE

FDC 0/430 FI/T /MQY/ SMYRNA, SMYRNA TN. NDB 32 AMDT 3, SI RWY 32 VIS CAT A AND B 1 MILE CAT C 1 1/2 MILES, CAT D 1 1/2 MILES. VOR/DME RWY 32 AMDT 7 SI RWY 32 VIS CATS A AND B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES.

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. **MEA** BETEEEN GAREY

CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/580 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 5 VOR RWY 12 AMDT 10 CIRCLING MDA 820 FT CAT A.

#FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

#FDC 0/629 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SANTA BARBARA, CA. /SBA/ VORTAC 092 DEGREE RADIAL AT 019 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FT ABOVE GROUND LEVEL. SANTA BARBARA IS COORDINATING FLIGHT SERVICE STATION. EFF TIMES FROM 061500 UFN.

#FDC 0/639 FLIGHT RESTRICTION WITHIN THE FOLLOWING AREA: FROM THE SFO 340/009 TO SFO 300/009 TO SFO 300/012 TO SFO 340/011 TO THE POINT OF ORIGIN. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 ABOVE GROUND LEVEL. OAKLAND IS COORDINATING FLIGFHT SERVICE STATION. EFFECTIVE MAY 18, 1400-2100Z.

#FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

#FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 9/180 FI/T (DAG) BARSTOW-DAGGETT DAGGETT, CA. VOR RWY 21 AMDT 5. CHANGE IDENTIFICATION TO READ: VOR RWY 21 (TAC) AMDT 5. ADD TERMINAL ROUTE: 1) DAG VORTAC TO R-043/5 DME 5000 FT. 2) R-043/5 DME TC DAG VORTAC 4400 FT. ADD: HOLD NE R-043/5 DME 223 DEGREE INBOUND RIGHT TURN 4400 FT FOR TACAN AIRCRAFT IN LIEU OF PROC TURN (IAF). ADD TO MISSED APPROACH INSTRUCTIONS: TACAN AIRCRAFT CONTINUE TO R-043/5 DME AND HOLD NE RIGHT TURN 4400 FT 223 DEGREE INBOUND.

FDC 9/659 FI/T (PRB) PASO ROBLES MUNI, PASO ROBLES, CA. VOR/DME-B AMDT 1 CHG PROC IDENT TO VOR/DME OR TACAN-B AMDT 1. ADD TRML RTES PRB R-340/7 DME TO PRB VORTAC CRS AND DIST 160/7 ALT 4000 FT. PRB VORTAC TO R-077/10 DME CRS AND DIST 077/10 ALT 4000 FT. ADD TO MISSED APCH INSTRUCTIONS TACAN ACFT CLIMBING RIGHT TURN TO 4000 FT VIA PRB R-340 TO 7 DME AND HOLD NORTH RIGHT TURNS 4000 FT 160 DEG INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T **(ONT) ONTARIO INTERNATIONAL, ONTARIO, CA.** ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

#FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

FDC 0/439 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWY 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. RADAR-1 AMDT 3 RWYS 7L/25R REDESIGNATED 8L/26R. IFR DEP PROC TKOF MINS RWY 8L-R/26L R 12 17/30/35

STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

UTAH

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000-360 12900 FT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700-2200 LOCAL.

NORTH CENTRAL

IOWA

FDC 0/293 FI/T (CID) CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. ILS RWY 27 ORIG WHEN ATCT NOT IN OPERATION PROC NA. ILS RWY 9 AMDT 11 AND NDB RWY 9 AMDT 7 WHEN ATCT NOT IN OPERATION ALTN MINIMUMS NA. ACTIVATE SALSR RWY 9 - 118.7.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/522 FI/T /GLD/ RENNER FIELD/GOODLAND MUNI/ GOODLAND KS. NDB RWY 30 AMDT 1 LOC RWY 30 AMDT 1 VOR RWY 30 AMDT 2 VOR/DME RWY 30 ORIG RNAV RWY 12 AMDT 2. ADD PROC DATA NOTE WHEN CONTROL ZONE NOT IN EFFECT ALTERNATE MINS NA.

FDC 0/571 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE WICHITA KS. VORTAC 040 DEGREE RADIAL AT 25 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL WICHITA KS. IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 1/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

FDC 0/584 FI/T /STP/ ST PAUL DOWNTOWN HOLMAN FLD ST PAUL, MN. MLS RWY 30 /INTERIM/ AMDT 3 SI LOC RWY 30 AND CIRCLING MINIMA ONLY.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/332 FI/T (STL) LAMBERT-ST. LOUIS INTERNATIONAL, ST. LOUIS, MO. RADAR-1 AMDT 23. SI ASR RWY 30L MDA 1040 FT HAT 469 FT ALL CATS. CAT C VIS RVR 4000 FT, CAT D VIS RVR 5000 FT, CAT E VIS RVR 6000 FT. CAT A AND B VIS BECOME RVR 5000 FOR INOPERATIVE MALSR RWY 30L.

FDC 0/550 FI/P /M62/ COUNTY MEMORIAL NEW MADRID MO. NDB RWY 18 ORIG. MISSED APPROACH: CLIMBING RIGHT TURN TO 2100 FT IN EIW NDB HOLDING PATTERN. THIS IS AMDT 1.

FDC 0/578 FI/P /SUS/ SPIRIT OF ST. LOUIS ST. LOUIS MO. RNAV RWY 25 ORIG CORRECT US GOVT CHART/AL-5400/ NORTH CENTRAL VOL 2 EFFECTIVE 17 APR 1980. CHANGE COORDINATES OF FAF 4.0 ATD FROM MAW/P LAT 384031.9N LONG 0903305.6W.

#FDC 0/634 FI/T /3WE/ WEISS/ ST LOUIS/ MO. VOR-A ORIG PROC NA.

#FDC 0/649 FLIGHT RESTRICTION 1/2 NAUTICAL MILE RADIUS OF THE FORISTELL MO. /FTZ/ VORTAC 123 DEGREE RADIAL AT 17.7 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3250 MEAN SEA LEVEL. EFFECTIVE TIME 2230-2400CDT MAY 13 AND 14 1980. LASER LIGHT BEAM DEMONSTRATION TEST WILL BE CONDUCTED AT SIX FLAGS OVER MID AMERICA. LASER LIGHT BEAM MAYBE INJURIOUS TO PILOTS EYES WITHIN 1/2 MILE OF THE LIGHT SOURCE. ST. LOUIS /STL/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 9/1372 FI/T (JEF) JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC RWY 30 ORIG TERMINAL ROUTE BARTI INT TO JEF VOR NA.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/512 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD. LOC/DME BC RWY 17 AMDT 2. PROC TURN ALT 4500 FT. TERMINAL ROUTES: ATY VORTAC TO STROY/ ATY 2.4 DME 4500 FT; LOM TO STROY/ ATY 2.4 DME 4500 FT; 8 DME ARC FROM ATY R-229 CLOCKWISE TO I-ATY LOC 4500 FT; 8 DME ARC FROM ATY R-100 COUNTERCLOCKWISE TO I-ATY LOC 4500 FT. MISSED APPROACH ALT CLIMB TO 4500 FT.

NORTHWEST

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/602 FLIGHT RESTRICTION 10 STATUTE MILE RADIUS OF THE CREST MT. ST. HELENS/PORTLAND OR. /PDX/ VORTAC 012 DEGREE RADIAL AT 032 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO FL210. OPERATION OF AIRCRAFT CARRYING PROPERLY ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. /PDX/ OR SEATTLE WA. /SEA/ FLIGHT SERVICE STATION. OTHER OFFICIAL BUSINESS OPERATORS SHALL FILE WITH AND OBTAIN U.S. GEOLOGICAL SURVEY APPROVAL PRIOR TO DEPARTURE. PHONE NUMBER 206-696-7518. THE ABOVE FLIGHTS SHALL OBTAIN AUTHORIZATION TO ENTER THE FLIGHT RESTRICTION AREA FROM SEATTLE ARTCC ON THE FREQUENCY SPECIFIED BY THE COORDINATING FLIGHT SERVICE STATIONS AND U.S. GEOLOGICAL SURVEY. EXIT NOTIFICATION IS MANDATORY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA/ ARE COORDINATING FLIGHT SERVICE STATIONS.

#FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

WASHINGTON

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/520 FLIGHT RESTRICTION OVER THE EASTERN HALF OF LAKE PONTCHARTRAIN EAST OF CAUSEWAY BRIDGE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE MEAN SEA LEVEL. NEW ORLEANS /NEW/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIME APRIL 19 1980 17001900Z.

#FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING

CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347–3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

* * * * * * * * * * *

Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility) are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (BO9), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

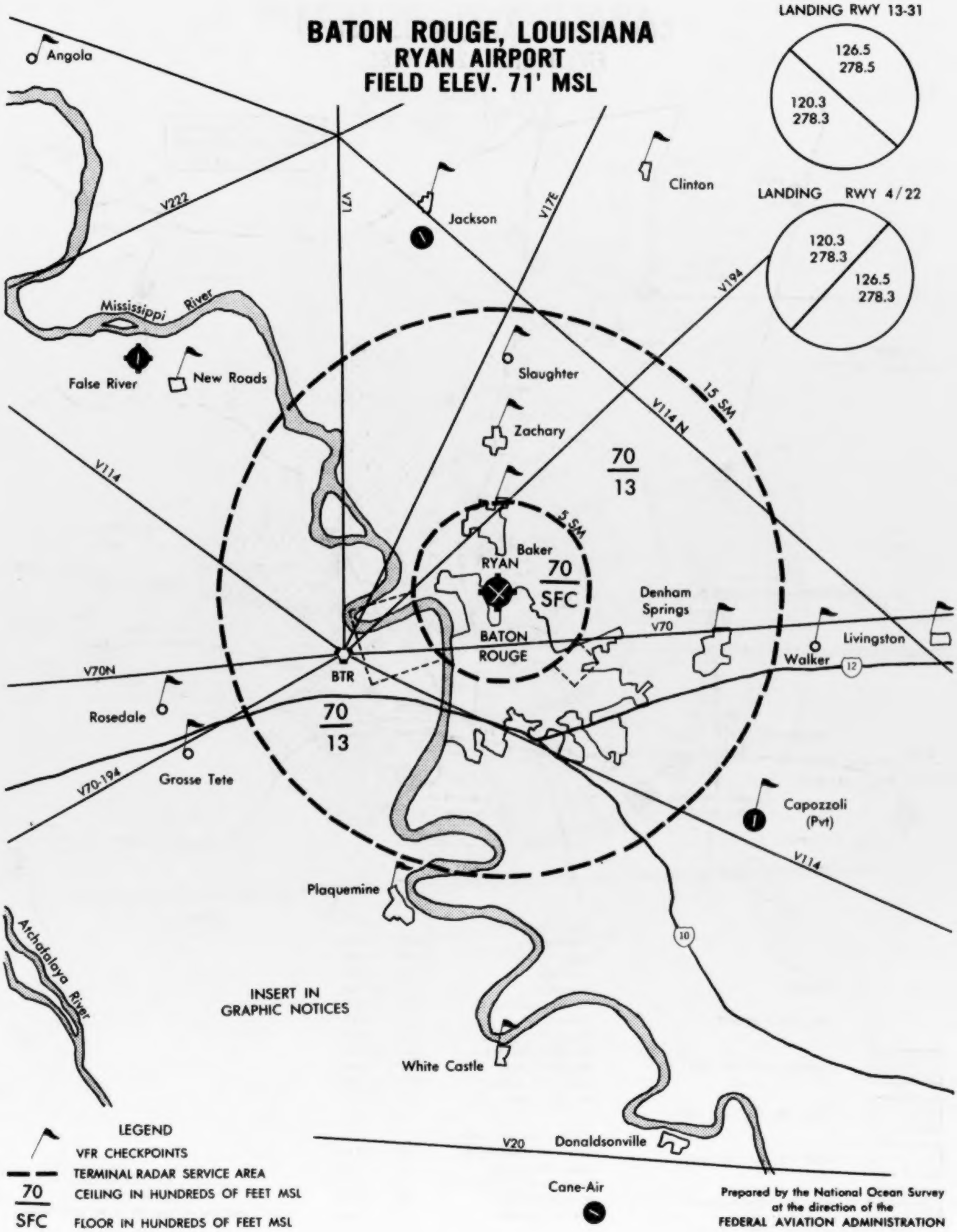
FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BATON ROUGE, LOUISIANA
RYAN AIRPORT
FIELD ELEV. 71' MSL


LANDING RWY 13-31
126.5
278.5
120.3
278.3
LANDING RWY 4/22
120.3
278.3
126.5
278.3
Angola
Clinton
Jackson
V222
V71
V17E
V194
Mississippi River
False River
New Roads
Slaughter
15 SM
V114N
Zachary
70
13
V114
5 SM
Baker
RYAN
70
SFC
Denham Springs
V70
BATON ROUGE
Walker
Livingston
12
V70N
BTR
Rosedale
70
13
Grosse Tete
V70-194
Capozzoli (Pvt)
V114
Plaquemine
10
Atchafalaya River
INSERT IN GRAPHIC NOTICES
White Castle
V20
Donaldsonville
Cane-Air

LEGEND

VFR CHECKPOINTS

TERMINAL RADAR SERVICE AREA

70 CEILING IN HUNDREDS OF FEET MSL

SFC FLOOR IN HUNDREDS OF FEET MSL

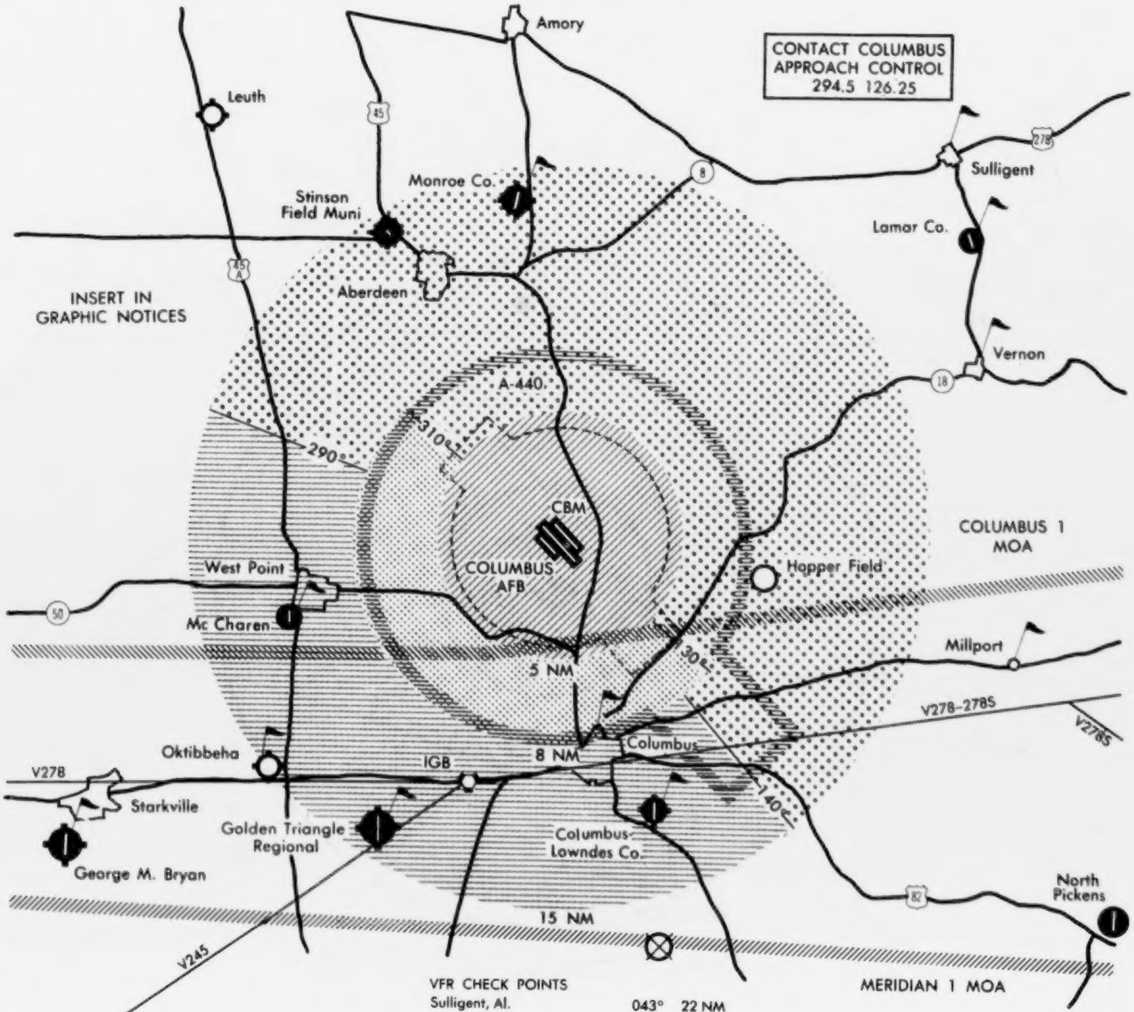
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

21 APR 1980

TRSA-8

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

COLUMBUS AFB, MISSISSIPPI
FIELD ELEV 219′ MSL


Amory
CONTACT COLUMBUS APPROACH CONTROL 294.5 126.25
Leuth
45
278
8
Sulligent
Monroe Co.
Stinson Field Muni
Lamar Co.
Aberdeen
45 A
INSERT IN GRAPHIC NOTICES
Vernon
18
A-440
310°
290°
CBM
COLUMBUS 1 MOA
COLUMBUS AFB
Hopper Field
West Point
50
Mc Charen
Millport
30°
5 NM
V278-278S
V278S
Oktibbeha
8 NM
Columbus
V278
IGB
140°
Starkville
Golden Triangle Regional
Columbus-Lowndes Co.
George M. Bryan
North Pickens
82
15 NM
V245
MERIDIAN 1 MOA

VFR CHECK POINTS

Sulligent, Al.	043°	22 NM
Lamar Co. Arpt.	055°	20 NM
Vernon, Al.	065°	18 NM
Millport, Al.	100°	19 NM
Columbus-Lowndes Co. Arpt.	158°	11 NM
Columbus, Ms.	170°	10 NM
Golden Triangle Reg. Arpt.	210°	12 NM
George M. Bryan Arpt.	235°	24 NM
Mc Charen Arpt.	250°	13 NM
Monroe Co. Arpt.	350°	15 NM
Oktibbeha Arpt.	228°	15 NM

VISUAL HOLDING POINTS

Southwest of Vernon, Al.	065°	18 NM
West of Millport, Al.	100°	18 NM
South of the City of Columbus	170°	10 NM
West of West Point	260°	13 NM
West of Aberdeen	330°	13 NM

LEGEND

⚑	VFR CHECK POINTS
▨	SURFACE TO 7000′ MSL
░	1200′ MSL TO 7000′ MSL
⁘	1800′ MSL TO 7000′ MSL
▤	3000′ MSL TO 7000′ MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

21 APR 1980

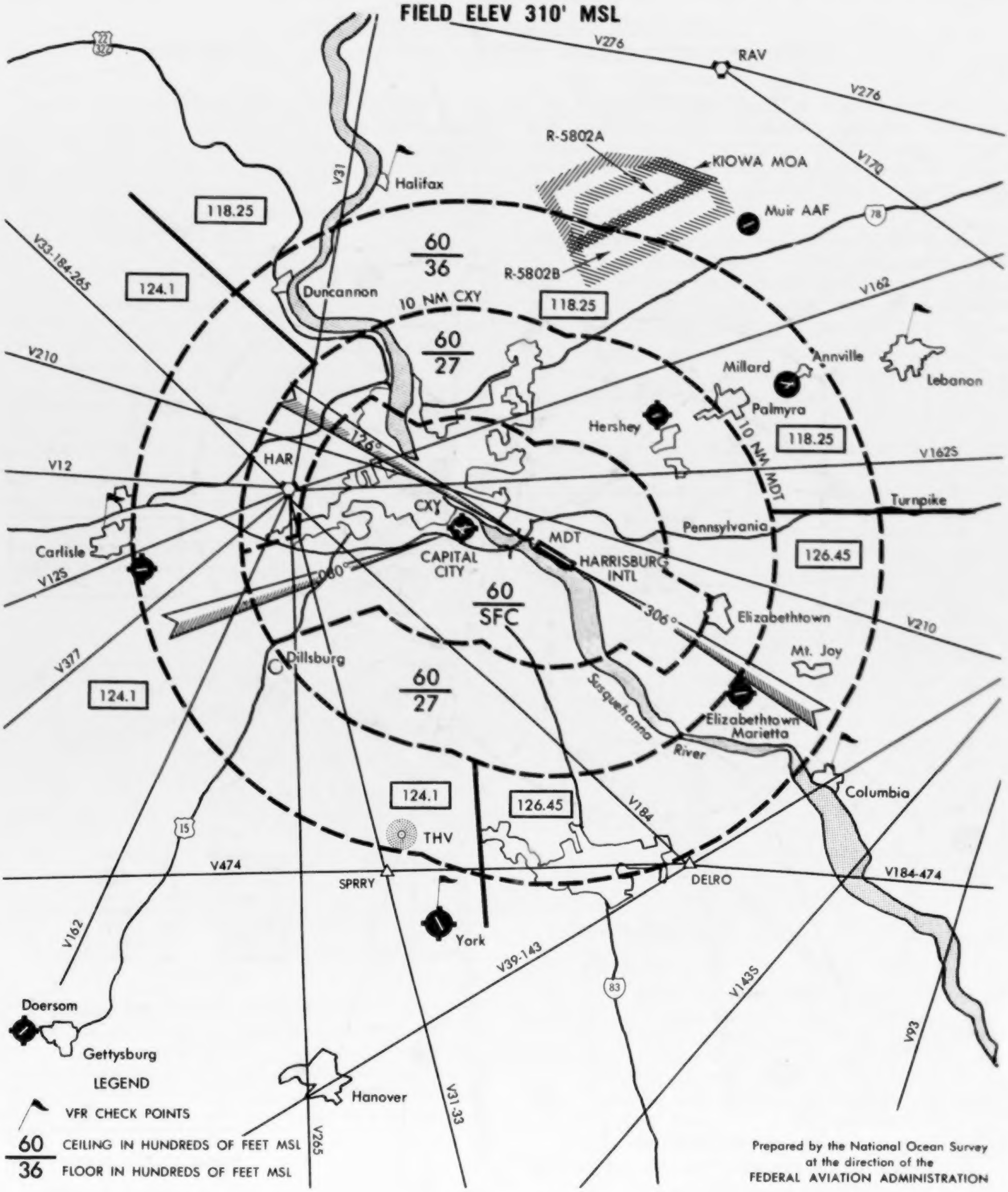
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

HARRISBURG, PENNSYLVANIA

CAPITAL CITY
FIELD ELEV 347' MSL

HARRISBURG INTL
FIELD ELEV 310' MSL

INSERT IN
GRAPHIC NOTICES


22
322
V276
RAV
V276
R-5802A
KIOWA MOA
V170
V31
Halifax
118.25
Muir AAF
78
V33-184-265
60
36
R-5802B
124.1
Duncannon
10 NM CXY
118.25
V162
V210
60
27
Annville
Millard
Lebanon
Palmyra
Hershey
10 NM MDT
118.25
126°
HAR
V12
V162S
Turnpike
CXY
Pennsylvania
Carlisle
MDT
CAPITAL CITY
HARRISBURG INTL
126.45
V12S
080°
60
SFC
306°
Elizabethtown
V210
V377
Dillsburg
Mt. Joy
124.1
60
27
Susquehanna River
Elizabethtown Marietta
Columbia
124.1
126.45
V184
15
THV
V474
SPRRY
DELRO
V184-474
York
V39-143
V162
83
V143S
Doersom
V93
Gettysburg
Hanover
V31-33
V265
LEGEND
VFR CHECK POINTS
60 CEILING IN HUNDREDS OF FEET MSL
36 FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

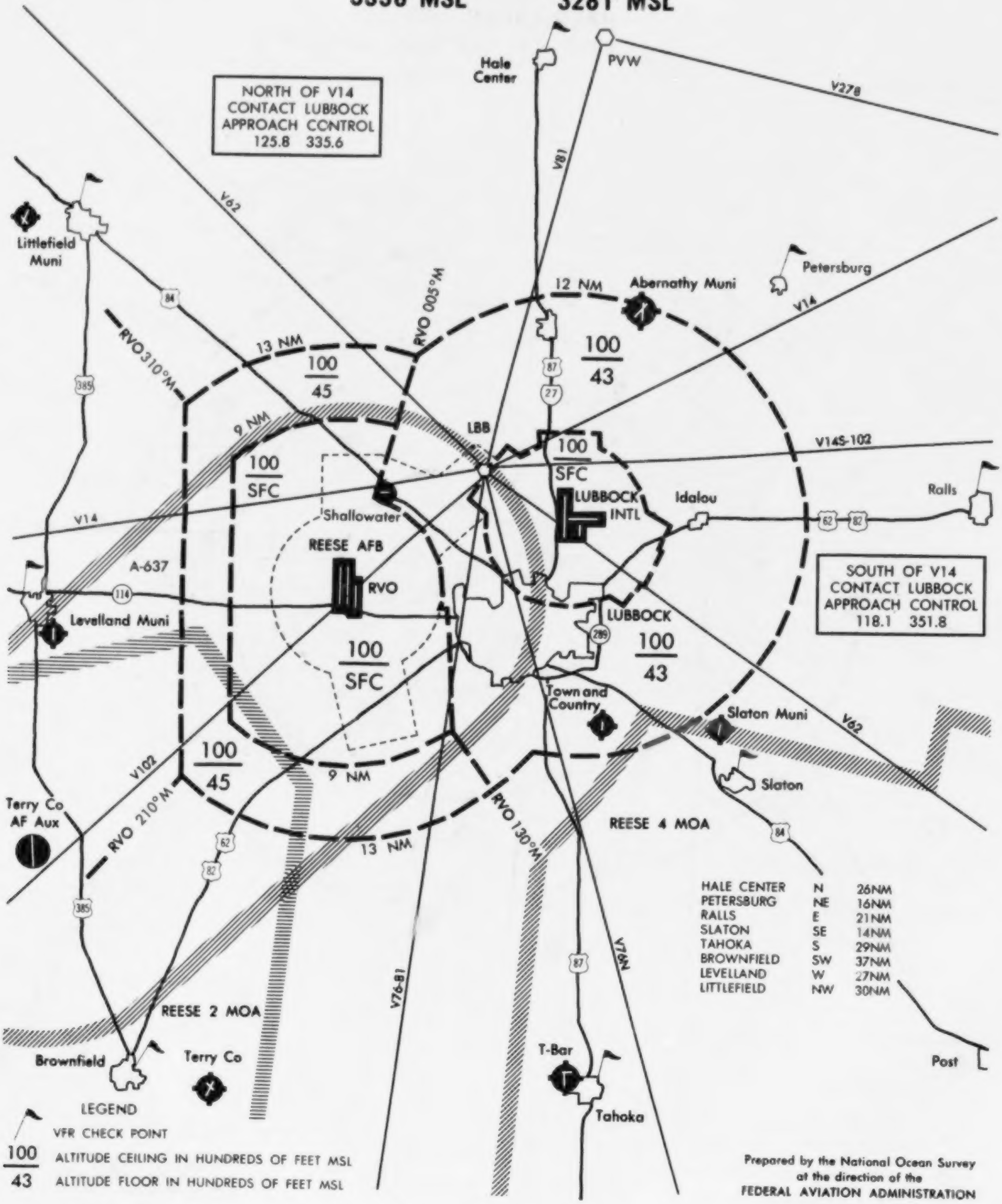
20 MAR 1980

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

LUBBOCK, TEXAS
REESE AFB - LUBBOCK INTL

3338' MSL 3281' MSL


NORTH OF V14
CONTACT LUBBOCK
APPROACH CONTROL
125.8 335.6
SOUTH OF V14
CONTACT LUBBOCK
APPROACH CONTROL
118.1 351.8
Hale Center
PVW
V278
V81
V62
Littlefield Muni
84
Petersburg
Abernathy Muni
12 NM
V14
RVO 005°M
RVO 310°M
13 NM
100
45
100
43
87
27
385
9 NM
LBB
100
SFC
V14S-102
Ralls
100
SFC
Shallowater
LUBBOCK INTL
Idalou
62
82
V14
REESE AFB
RVO
A-637
114
Levelland Muni
LUBBOCK
289
100
43
100
SFC
Town and Country
Slaton Muni
V62
V102
100
45
9 NM
Slaton
Terry Co AF Aux
RVO 210°M
RVO 130°M
REESE 4 MOA
13 NM
62
82
84
385
V76-81
V76N
87
REESE 2 MOA
Brownfield
Terry Co
T-Bar
Tahoka
Post

HALE CENTER	N	26NM
PETERSBURG	NE	16NM
RALLS	E	21NM
SLATON	SE	14NM
TAHOKA	S	29NM
BROWNFIELD	SW	37NM
LEVELLAND	W	27NM
LITTLEFIELD	NW	30NM

LEGEND

VFR CHECK POINT

100 ALTITUDE CEILING IN HUNDREDS OF FEET MSL

43 ALTITUDE FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

21 APR 1980

READING, PENNSYLVANIA AIR SHOW

SPECIAL TRAFFIC PROCEDURES FOR AIRCRAFT MAINTENANCE AND OPERATIONS MEETING

JUNE 9-14, 1980 AT READING MUNICIPAL GENERAL CARL A. SPAATZ FIELD, READING, PENNSYLVANIA

Due to the large volume of air traffic expected in the Reading area on June 9-14, the Federal Aviation Administration has established the following special procedures to maintain the safe, orderly flow of air traffic at Reading Municipal Gen. Carl A. Spaatz Field. Pilots are asked to cooperate by following these special procedures when arriving and departing.

GENERAL INFORMATION

Automatic Terminal Information Service (ATIS). Pertinent arrival departure information will be broadcast continuously on ATIS frequency, 127.1 MHz. All pilots are asked to listen to this broadcast before calling Reading Arrival Control or Ground Control. Harrisburg will broadcast arrival information at Reading on Harrisburg ATIS 134.95 MHz. HAR VOR 112.5 MHz and ABE VOR 117.5 MHZ.

High Density Traffic. All types of aircraft, including jets and helicopters, will be operating in the area.

RDG Airport Closings (Subject to Change-Check FAA NOTAMS)

Monday, June 9th —	U.S. Air Force Thunderbirds Arrival, ETA 1200 EDT. Airport will be closed for one hour after their arrival.
Tuesday, June 10th —	Fly By Demonstrations-Airport closed 1500 EDT to 1645 EDT.
Weds., June 11th —	Fly By Demonstrations-Airport closed 1500 EDT to 1645 EDT. Air Show-1720 EDT to 1920 EDT
Thurs., June 12th —	Fly By Demonstrations-Airport closed 1500 EDT to 1645 EDT. Air Show-1720 EDT to 1920 EDT.
Friday, June 13th —	Fly By Demonstrations-Airport closed 1400 EDT to 1545 EDT. Air Show-1620 EDT to 1820 EDT.

1. Temporary FSS at Reading Municipal Airport. Harrisburg FSS will again operate a temporary facility on site. This year, it will be located in a low, square building connecting two longer buildings (#506 and #507). Building #507 is this year's site of "Pilots Registration" for the airshow. These are all on the south side of the terminal parking lot.

Hours of Operation:

Monday, June 9th	Call Harrisburg FSS
Tuesday, June 10th to Friday, June 13th	8 a.m. -9 p.m.
Saturday, June 14th	8 a.m. -4 p.m.

2. Scheduled Pilot Weather Briefings (PWB) At this temporary FSS, we have established sectorized Briefing positions identified as NORTH, SOUTH and WEST, designed to provide scheduled group PWB's by route direction. Each sector will have its own weather data and Specialist.

Pilots may gather at the appropriate sector in the FSS between on-the-hour and 15 minutes-past-the-hour, during which time weather data is being received and prepared for group presentation. *Your Pilot Weather Briefing will begin at 20 minutes past* each hour.

With everyone's cooperation in this new procedure, we will provide our same high quality briefings, but handle a much greater number in a tailored manner.

3. Filing IFR Flight Plans to Depart RDG *All IFR proposals to depart RDG* must be filed only at the temporary FSS or with the parent facility, Harrisburg FSS. You are urged to please file hours in advance of your proposal time, because the *IFR departure reservations will be limited* to the maximum number of aircraft acceptable into the ATC system at that time. Two departure fixes will be used ... one to HAILS intersection (north and eastbound), and one to RAV (west and southbound). All proposals must have one of these fixes as the first point of the route after RDG. Your IFR Flight Plan will be assigned a "departure reservation hour" which you *must obtain at time of filing.*

REMINDER: DO NOT FILE IFR FLIGHT PLANS TO DEPART RDG WITH ANY OTHER FACILITY EXCEPT THE TEMPORARY FSS OR WITH HARRISBURG FSS.
All other facilities have been notified to refer such filing requests to our FSS's.

4. VFR Flight Plans

CANCELLING:

All VFR flight plans inbound to RDG should be cancelled with either the temporary FSS (in person) or with Harrisburg FSS (phone or inflight radio). A less desirable but helpful method is by radio or phone with any other FSS, who will relay the cancellation to us. *When cancelling* with any FSS (including ours), please give these three items:

(1) aircraft ident, (2) departure point, (3) *actual* destination

REMEMBER TO CANCEL
SEARCH & RESCUE OPERATIONS
SHOULD NOT BE WASTED.

FILING and ACTIVATING:

After filing VFR to depart RDG or satellite airports, remember to *activate your VFR Flight Plan* by radio with the first FSS that you can. Be sure to tell them with which facility you had filed, so they know whom to notify activation.

IFR Arrivals. Pilots are asked to file IFR flight plans from departure point to Reading. No airfiles will be accepted because of the volume of traffic. After approach completion, IFR arrivals may be required to enter a VFR holding pattern, depending on the number of arrivals.

IFR Departures. Pilots should file a flight plan well in advance of their proposed departure time.

Runway 36 will be the prime runway for IFR departures (Tower frequency 119.9 MHz). Aircraft filing IFR departure flight plans should at their convenience position themselves in the parking areas close to the approach end of Runway 36. If possible, park in the area bounded by Taxiway A, Runway 36 and the terminal ramp. Prior to engine start, listen to RDG ATIS on 127.1 MHz, then contact clearance delivery on 126.05 MHz, for clearance and/or gate hold procedures. The clearance delivery controller will advise when to start engines and also when to contact Ground Control 121.9 MHz.

VFR ARRIVAL PROCEDURES

(Effective 0700 EDT to 1700 EDT Daily)

Pilots of VFR flights arriving at Reading Municipal Airport call Reading Arrival Control 5 minutes from the VFR arrival fixes. Remain in communication with Arrival Controller until instructed to call Reading Tower. Between 360° and 179°–124.3 MHz, between 180° and 359°–127.85 MHz. As necessary, the Arrival Controller will instruct aircraft to hold in. If you do not have 50 kHz spacing capability, call 124.3 MHz. Report aircraft type, identification and ATIS code word only. As necessary, the Arrival Controller will instruct aircraft to hold in the vicinty of one of the three VFR holding points. Due to traffic volume, the Arrival Controller will be unable to issue traffic information to VFR holding aircraft.

Wind conditions permitting, simultaneous landings will be made on runway 13 and runway 36. The last 1000 feet of runway 13 will be closed for landing. As traffic permits, the Arrival Controller will clear aircraft to enter the traffic pattern and when to contact Reading Tower. The appropriate frequency assignment will be made at this time: 121.0 MHz for runway 13; 119.9 MHz for runway 36. DO NOT enter the Airport Traffic Area until instructed to do so by Arrival Control. This will be done on a first come-first served basis to the extent possible. Please keep your radio call to an absolute minimum; the radio frequencies will be very congested. Right traffic patterns will be in use. Unless instructed otherwise, enter the runway 13 traffic pattern at 90 degrees to downwind leg, southwest of the airport; enter the runway 36 traffic pattern on downwind leg. (PLEASE KEEP THE TRAFFIC PATTERN AS CLOSE TO THE AIRPORT BOUNDARY AS PRACTICABLE AND MAINTAIN SAFE SPACING BEHIND THE AIRCRAFT THEY ARE FOLLOWING.)

VFR DEPARTURE PROCEDURES

Departure information will be broadcast on ATIS 127.1 MHz. During peak departure traffic periods LISTEN on appropriate tower frequency—Runway 31, 121.0; Runway 5, 124.3. DO NOT TRANSMIT. Follow the flow of traffic.

Wind conditions permitting, after air show completion, two departure runways will be used: Runway 31 from the intersection of Runway 5–23 (3800′). Runway 5 from the intersection of Runway 13–31 (2500′). See Attachment 5.

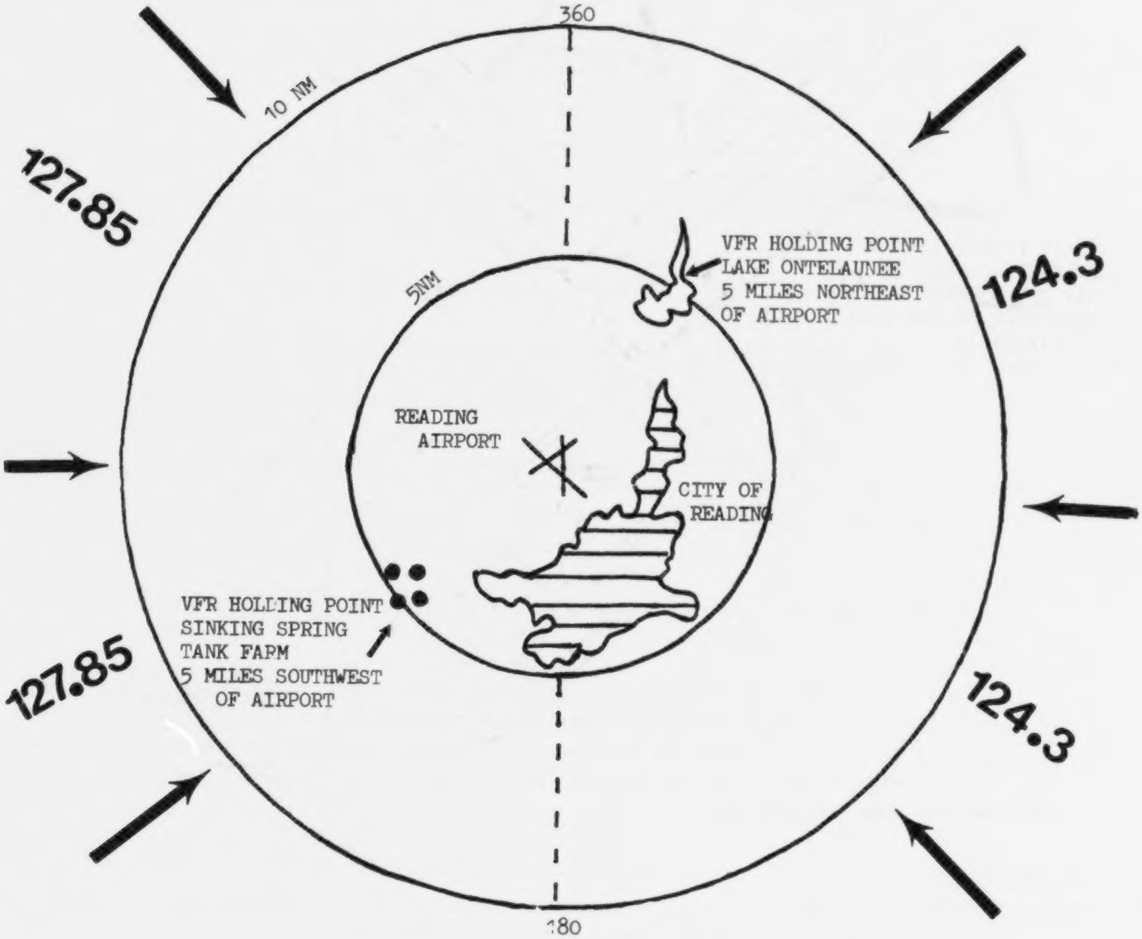
RUNWAY 31 DEPARTURES–LISTEN TO READING TOWER ON 121.0 MHz. ALL R/W 31 DEPARTURES *SHALL TURN LEFT* AFTER DEPARTING.

RUNWAY 5 DEPARTURES–LISTEN TO READING TOWER ON 124.3 MHz. ALL R/W 5 DEPARTURES *SHALL TURN RIGHT* AFTER DEPARTING.

SPECIAL TRAFFIC PROCEDURES FOR AIRCRAFT MAINTENANCE AND OPERATIONS MEETING
JUNE 9-14, 1980 AT READING MUNICIPAL AIRPORT-GENERAL CARL A. SPAATZ FIELD
READING, PENNSYLVANIA

VFR ARRIVAL PROCEDURES

EFFECTIVE 0700 EDT TO 1700 EDT DAILY


360
10 NM
5NM
127.85
124.3
VFR HOLDING POINT
LAKE ONTELAUNEE
5 MILES NORTHEAST
OF AIRPORT
READING
AIRPORT
CITY OF
READING
VFR HOLDING POINT
SINKING SPRING
TANK FARM
5 MILES SOUTHWEST
OF AIRPORT
127.85
124.3
180

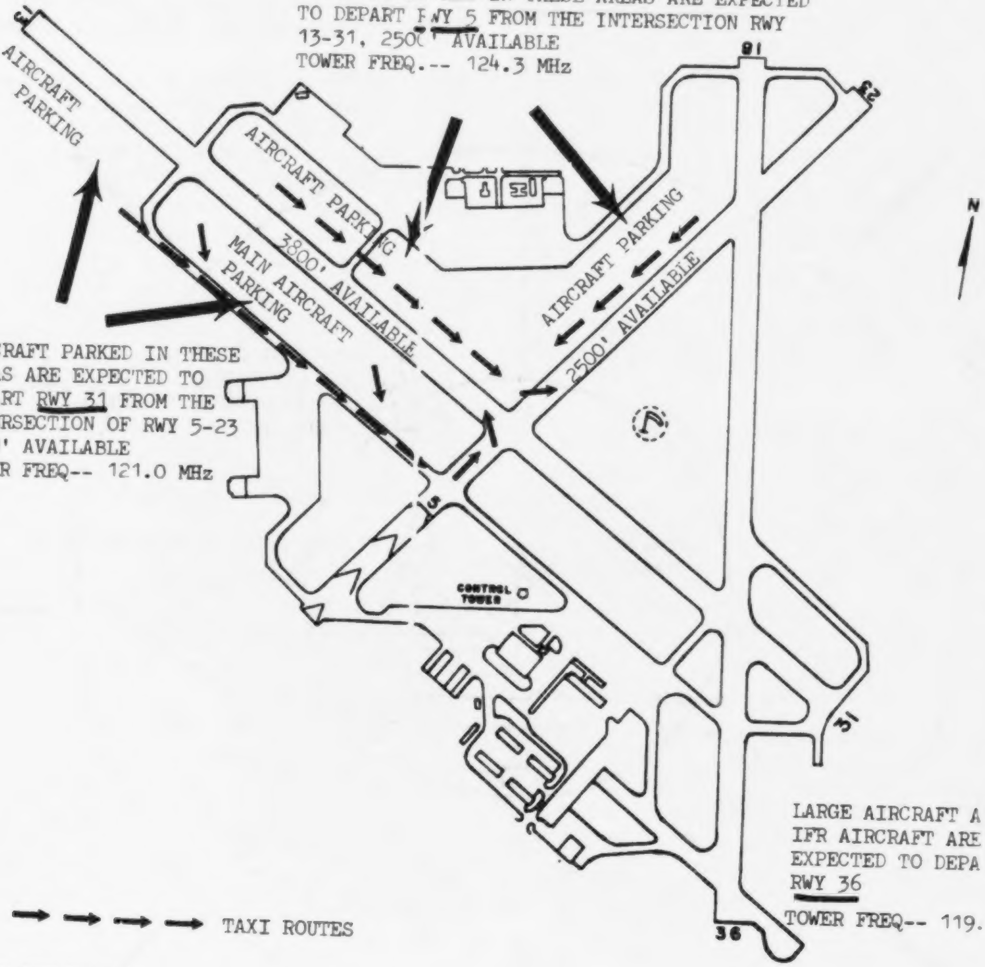
DUE TO TRAFFIC VOLUME, READING TOWER WILL BE UNABLE TO ISSUE TRAFFIC INFORMATION TO VFR HOLDING AIRCRAFT

RDG TWR LETTER TO AIRMEN NO. 80-03

EFF. 6/9/80

READING MUNICIPAL AIRPORT-GENERAL CARL A. SPAATZ FIELD

VFR DEPARTURE PROCEDURES, WIND PERMITTING, DURING PEAK TRAFFIC AFTER THE AIRSHOW IN THE EVENING.


13
AIRCRAFT PARKING
AIRCRAFT PARKING
3800' AVAILABLE
MAIN AIRCRAFT PARKING
AIRCRAFT PARKING
2500' AVAILABLE
18
23
N
5
CONTROL TOWER
31
36
TAXI ROUTES

AIRCRAFT PARKED IN THESE AREAS ARE EXPECTED TO DEPART RWY 5 FROM THE INTERSECTION RWY 13-31, 2500' AVAILABLE
TOWER FREQ.-- 124.3 MHz

AIRCRAFT PARKED IN THESE AREAS ARE EXPECTED TO DEPART RWY 31 FROM THE INTERSECTION OF RWY 5-23
3800' AVAILABLE
TOWER FREQ-- 121.0 MHz

LARGE AIRCRAFT AND IFR AIRCRAFT ARE EXPECTED TO DEPART RWY 36
TOWER FREQ-- 119.9 MHz

VFR DEPARTURES

SMALL AIRCRAFT --- LISTEN ON 127.1 MHz FOR ATIS, THEN MONITOR THE APPROPRIATE TOWER FREQUENCY. FOLLOW THE FLOW OF TRAFFIC. DO NOT TRANSMIT

LARGE AIRCRAFT -- LISTEN ON 127.1 MHz FOR ATIS, THEN CONTACT GROUND CONTROL ON 121.9 MHz.

RDG TWR LETTER TO AIRMEN NO. 80-03

EFF. 6/9/80

SPECIAL AIR TRAFFIC PROCEDURES FOR TALL SHIPS

MAY 29 THROUGH JUNE 4, 1980

The Federal Aviation Administration will invoke the priviliges provided under the Federal Aviation Regulations (FAR) Part 91.91, Temporary Flight Restrictions, to assure the safe and efficient use of navigable airspace by aircraft during the Tall Ship visit to Boston Harbor on May 29, through June 4, 1980.

Temporary Flight Restrictions:

1. Area: Eight (8) mile radius of the Boston VORTAC, surface up to but not including 2,500' MSL.

2. Date/Time Period: 24 hours daily, May 29, through June 4, 1980.

REMARKS: Aircraft operations authorized within this area; i.e., news media, banner tow aircraft, and official surveillance type operations shall comply with the following:

a. Helicopters will fly clockwise at 500' MSL.

b. Fixed wing aircraft will fly at 1,000' and/or 2,000' MSL as assigned.

c. Banner tow aircraft will fly counter clokdwise at 1,500' MSL.

The temporary flight restrictions under FAR 91.91 do not apply to flight operations arriving and departing Logan International, Boston, Massachusetts. All other flight operations within the Boston Terminal Control Area or elsewhere will operate in accordance with applicable FAR's.

An applicable NOTAM will be issued.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

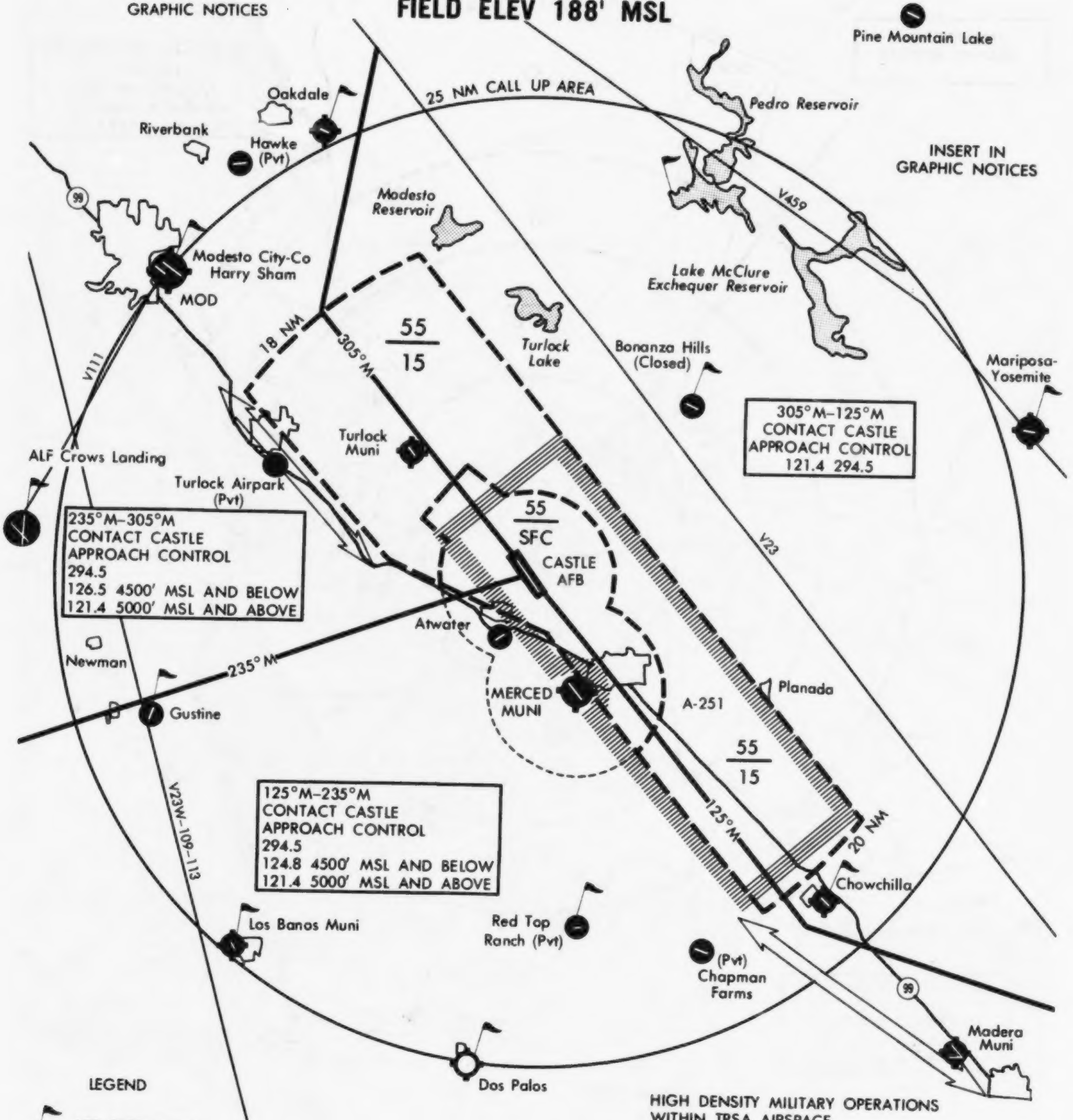
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

TRSA-17

MERCED, CALIFORNIA
CASTLE AFB
FIELD ELEV 188' MSL

INSERT IN GRAPHIC NOTICES

INSERT IN GRAPHIC NOTICES


Pine Mountain Lake
25 NM CALL UP AREA
Oakdale
Riverbank
Hawke (Pvt)
Pedro Reservoir
Modesto Reservoir
V459
99
Modesto City-Co Harry Sham
MOD
Lake McClure Exchequer Reservoir
18 NM
305°M
55
15
Turlock Lake
Bonanza Hills (Closed)
Mariposa-Yosemite
V111
Turlock Muni
ALF Crows Landing
Turlock Airpark (Pvt)
55
SFC
CASTLE AFB
V23
Atwater
Newman
235°M
Gustine
MERCED MUNI
A-251
Planada
55
15
V23W-109-113
125°M
20 NM
Chowchilla
Los Banos Muni
Red Top Ranch (Pvt)
(Pvt) Chapman Farms
99
Madera Muni
Dos Palos

305°M–125°M
CONTACT CASTLE
APPROACH CONTROL
121.4 294.5

235°M–305°M
CONTACT CASTLE
APPROACH CONTROL
294.5
126.5 4500' MSL AND BELOW
121.4 5000' MSL AND ABOVE

125°M–235°M
CONTACT CASTLE
APPROACH CONTROL
294.5
124.8 4500' MSL AND BELOW
121.4 5000' MSL AND ABOVE

HIGH DENSITY MILITARY OPERATIONS
WITHIN TRSA AIRSPACE
RADAR SERVICE AVAILABLE
CASTLE APPROACH CONTROL

LEGEND

VFR CHECK POINT

⇔ VFR PREFERENTIAL ROUTE

$\frac{55}{15}$ CEILING IN HUNDREDS OF FEET MSL
FLOOR IN HUNDREDS OF FEET MSL

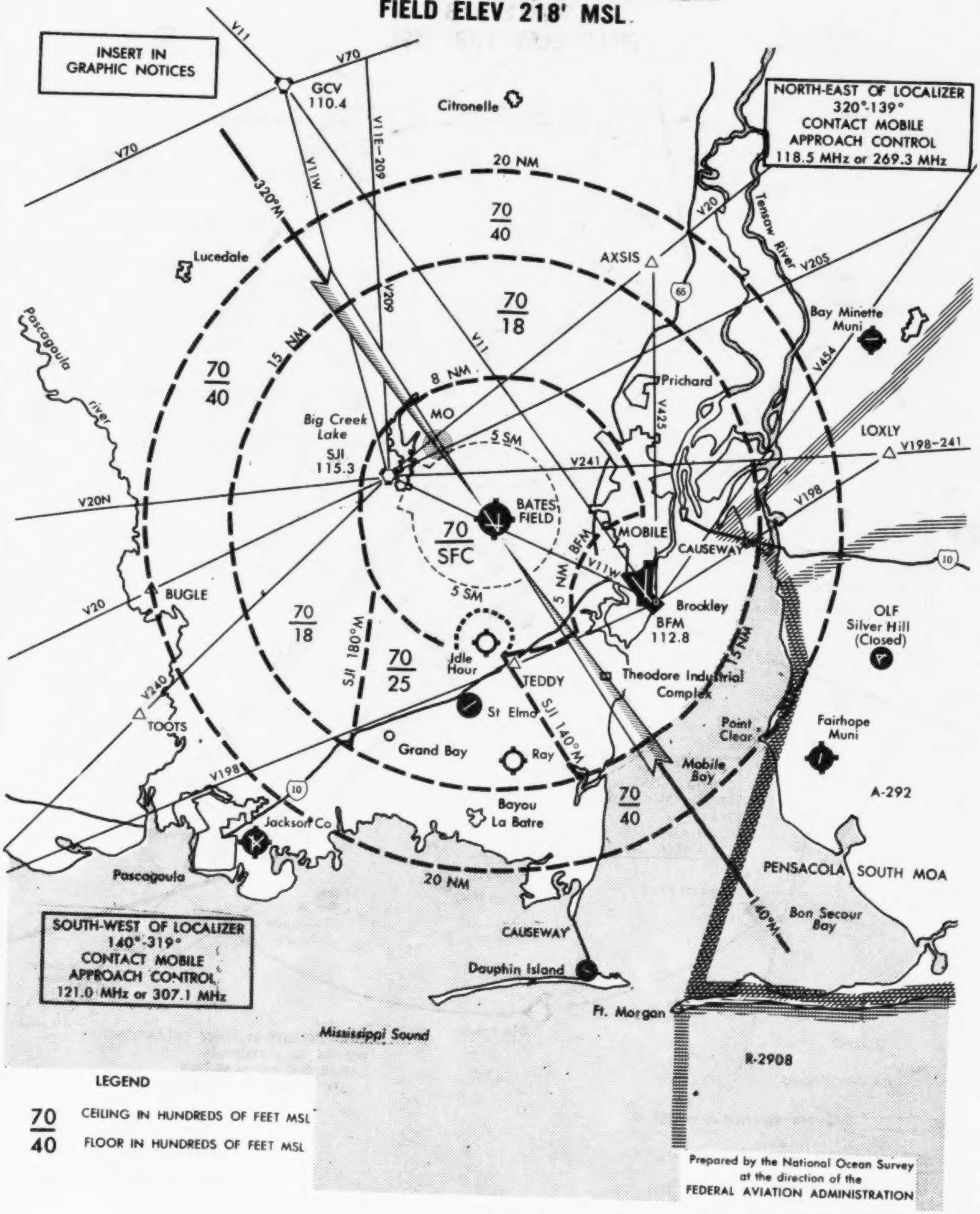
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

7 APR 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

MOBILE, ALABAMA, BATES FIELD
FIELD ELEV 218' MSL

INSERT IN
GRAPHIC NOTICES


V11
V70
GCV
110.4
Citronelle
V11E–209
V11W
V70
320°M
20 NM
70
40
Lucedale
AXSIS
V20
Tensaw River
V205
65
70
18
V209
15 NM
Pascagoula river
70
40
V11
Bay Minette
Muni
V454
8 NM
Prichard
MO
Big Creek
Lake
SJI
115.3
5 SM
V125
V241
LOXLY
V198–241
V198
V20N
BATES
FIELD
70
SFC
MOBILE
BFM
CAUSEWAY
V11W
10
5 NM
5 SM
Brookley
BFM
112.8
V20
BUGLE
70
18
SJI 180°M
70
25
Idle
Hour
TEDDY
Theodore Industrial
Complex
OLF
Silver Hill
(Closed)
V240
TOOTS
St Elmo
SJI 140°M
Grand Bay
Ray
Point
Clear
Fairhope
Muni
15 NM
Mobile
Bay
V198
10
Bayou
La Batre
70
40
A-292
Jackson Co
Pascagoula
20 NM
PENSACOLA SOUTH MOA
140°M
Bon Secour
Bay
CAUSEWAY
Dauphin Island
Ft. Morgan
Mississippi Sound
R-2908

NORTH-EAST OF LOCALIZER
320°-139°
CONTACT MOBILE
APPROACH CONTROL
118.5 MHz or 269.3 MHz

SOUTH-WEST OF LOCALIZER
140°-319°
CONTACT MOBILE
APPROACH CONTROL
121.0 MHz or 307.1 MHz

LEGEND

70 CEILING IN HUNDREDS OF FEET MSL
40 FLOOR IN HUNDREDS OF FEET MSL

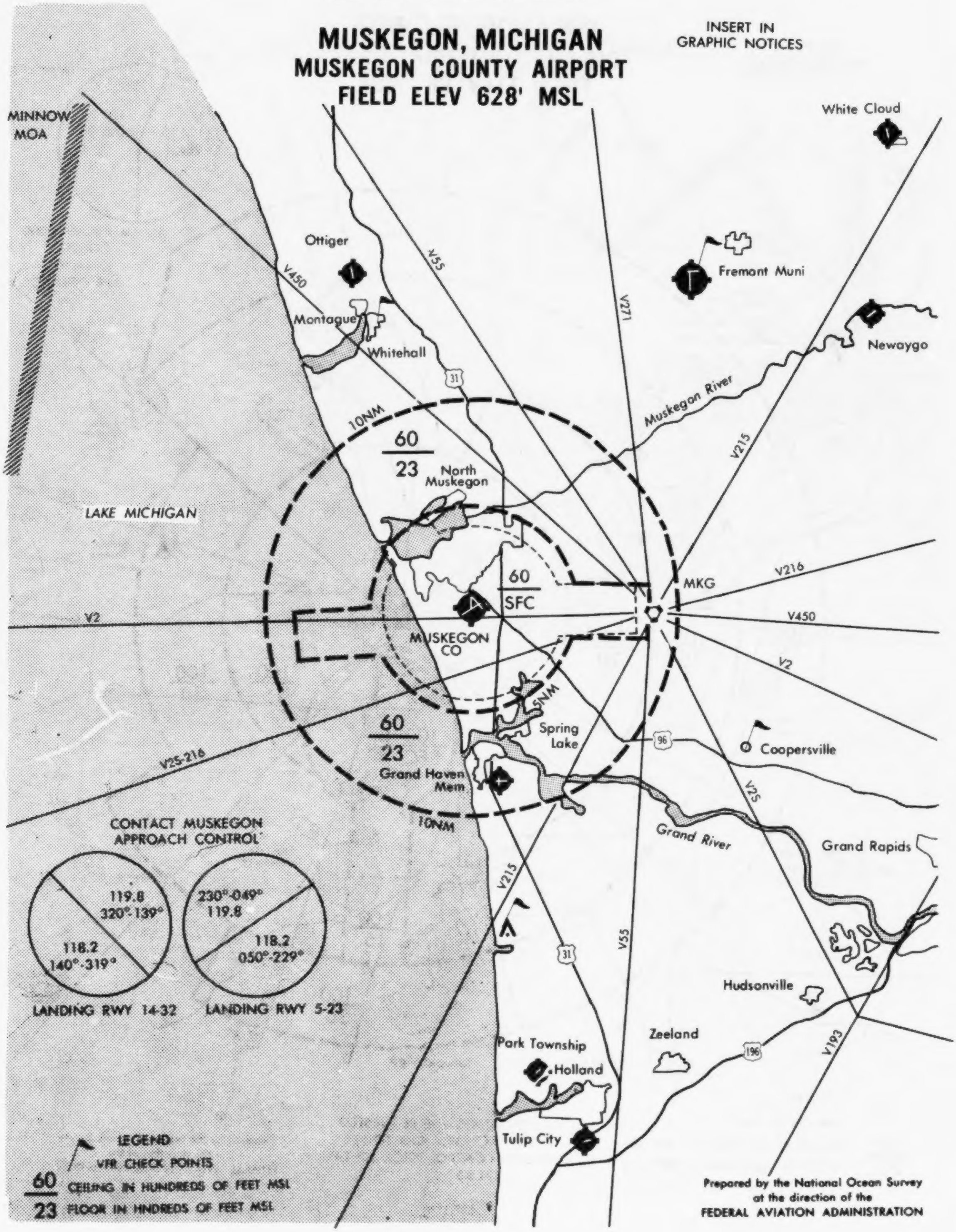
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

21 APR 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

MUSKEGON, MICHIGAN
MUSKEGON COUNTY AIRPORT
FIELD ELEV 628' MSL

INSERT IN
GRAPHIC NOTICES


MINNOW MOA
White Cloud
Ottiger
V450
V55
V271
Fremont Muni
Montague
Whitehall
31
Newaygo
Muskegon River
V215
10NM
60
23
North Muskegon
LAKE MICHIGAN
60
SFC
MKG
V216
V2
V450
MUSKEGON CO
V2
5NM
Spring Lake
96
Coopersville
60
23
V25-216
Grand Haven Mem
10NM
V25
Grand River
Grand Rapids
CONTACT MUSKEGON APPROACH CONTROL
119.8 320°-139°
118.2 140°-319°
LANDING RWY 14-32
230°-049° 119.8
118.2 050°-229°
LANDING RWY 5-23
V215
31
V55
Hudsonville
Zeeland
196
V193
Park Township
Holland
Tulip City
LEGEND
VFR CHECK POINTS
60 CEILING IN HUNDREDS OF FEET MSL
23 FLOOR IN HNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

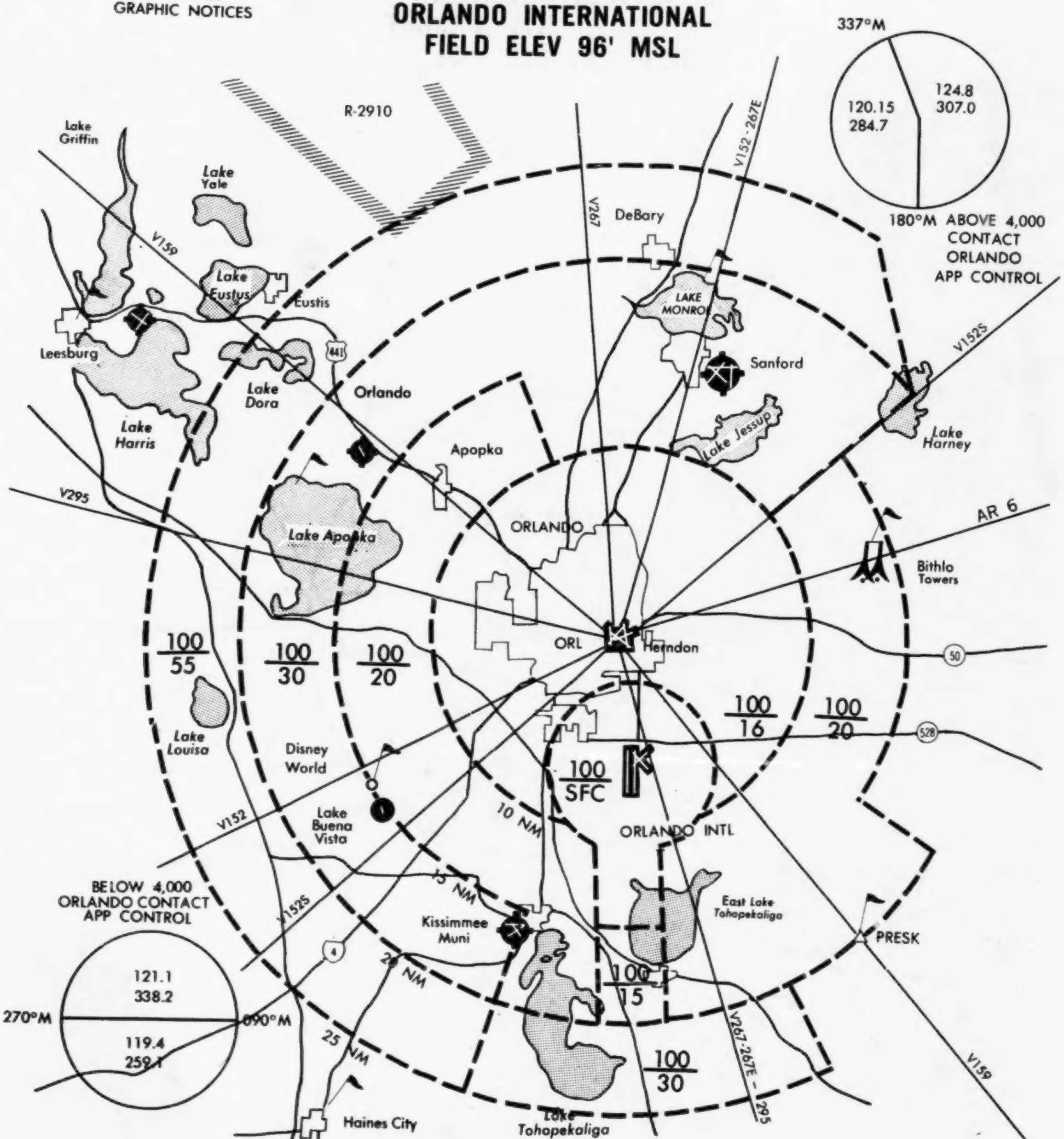
7 APR 1980

TRSA-20

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

ORLANDO, FLORIDA
ORLANDO INTERNATIONAL
FIELD ELEV 96' MSL


337°M
120.15
284.7
124.8
307.0
180°M ABOVE 4,000
CONTACT
ORLANDO
APP CONTROL
R-2910
Lake Griffin
Lake Yale
V159
Lake Eustus
Eustis
Leesburg
441
Lake Dora
Lake Harris
Orlando
Apopka
V267
DeBary
V152-267E
LAKE MONROE
Sanford
Lake Jessup
Lake Harney
V152S
V295
Lake Apopka
ORLANDO
AR 6
Bithlo Towers
ORL
Herndon
50
100
55
100
30
100
20
100
16
100
20
528
Lake Louisa
Disney World
100
SFC
Lake Buena Vista
10 NM
ORLANDO INTL
V152
BELOW 4,000
ORLANDO CONTACT
APP CONTROL
15 NM
V152S
Kissimmee Muni
4
East Lake Tohopekaliga
PRESK
121.1
338.2
270°M
090°M
119.4
259.1
20 NM
100
15
V267-267E-295
25 NM
100
30
V159
Haines City
Lake Tohopekaliga

LEGEND

VFR CHECK POINT

100 CEILING IN HUNDREDS OF FEET MSL
20 FLOOR IN HUNDREDS OF FEET MSL

VFR DEPARTURES ARE REQUESTED
TO CONTACT ORLANDO TOWER
GROUND CONTROL PRIOR TO TAXI
121.85

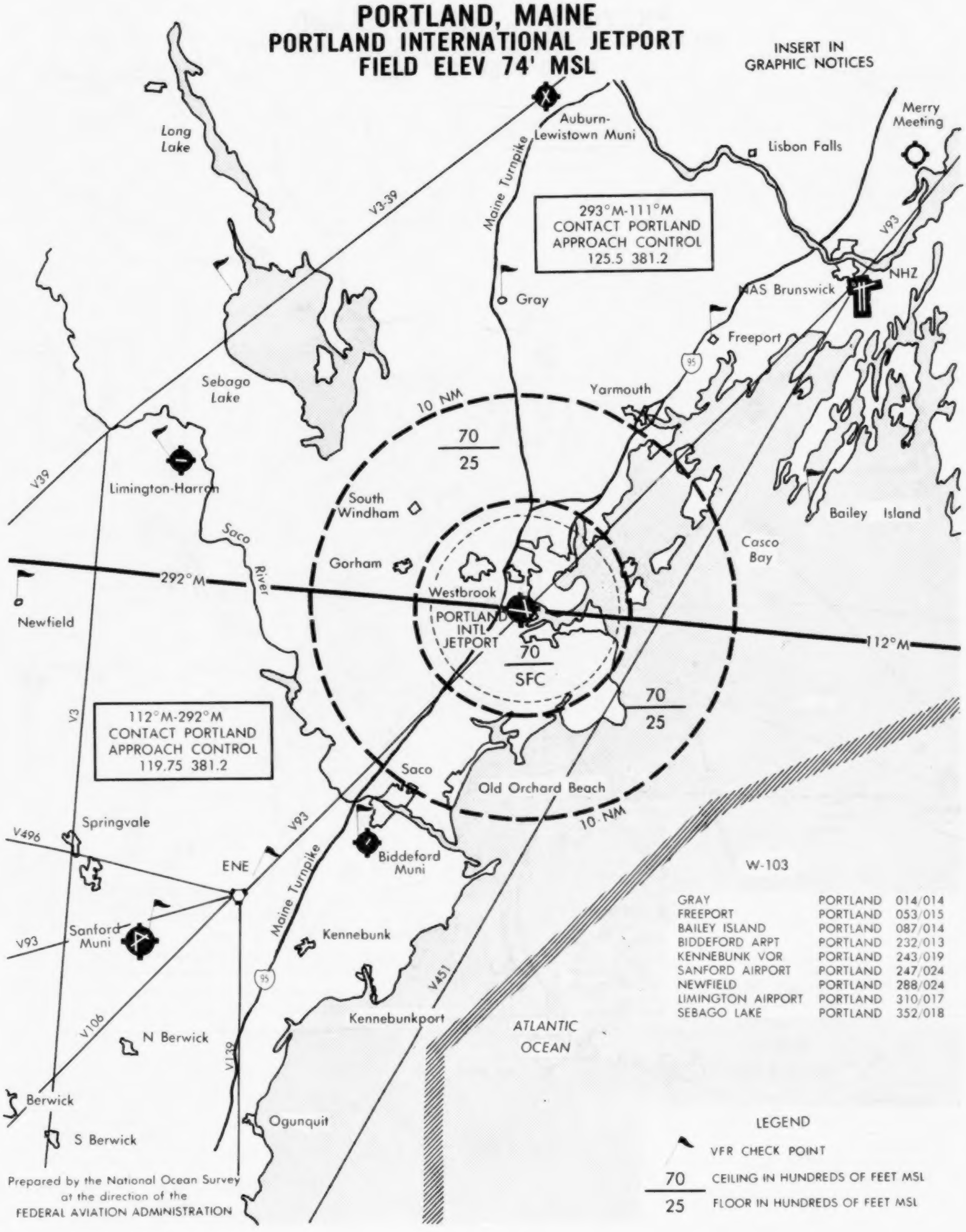
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

21 APR 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

PORTLAND, MAINE
PORTLAND INTERNATIONAL JETPORT
FIELD ELEV 74' MSL

INSERT IN
GRAPHIC NOTICES


Long Lake
Auburn-Lewistown Muni
Lisbon Falls
Merry Meeting
V3-39
Maine Turnpike
293°M-111°M
CONTACT PORTLAND
APPROACH CONTROL
125.5 381.2
V93
NHZ
NAS Brunswick
Gray
Freeport
95
Sebago Lake
Yarmouth
10 NM
70
25
V39
Limington-Harron
South Windham
Bailey Island
Saco River
Casco Bay
Gorham
292°M
Westbrook
Newfield
PORTLAND INTL JETPORT
112°M
70
SFC
70
25
V3
112°M-292°M
CONTACT PORTLAND
APPROACH CONTROL
119.75 381.2
Saco
Old Orchard Beach
10 NM
Springvale
V496
V93
ENE
Maine Turnpike
Biddeford Muni
W-103
Sanford Muni
V93
Kennebunk
95
V451
V106
Kennebunkport
ATLANTIC OCEAN
N Berwick
V139
Berwick
S Berwick
Ogunquit

GRAY	PORTLAND	014/014
FREEPORT	PORTLAND	053/015
BAILEY ISLAND	PORTLAND	087/014
BIDDEFORD ARPT	PORTLAND	232/013
KENNEBUNK VOR	PORTLAND	243/019
SANFORD AIRPORT	PORTLAND	247/024
NEWFIELD	PORTLAND	288/024
LIMINGTON AIRPORT	PORTLAND	310/017
SEBAGO LAKE	PORTLAND	352/018

LEGEND

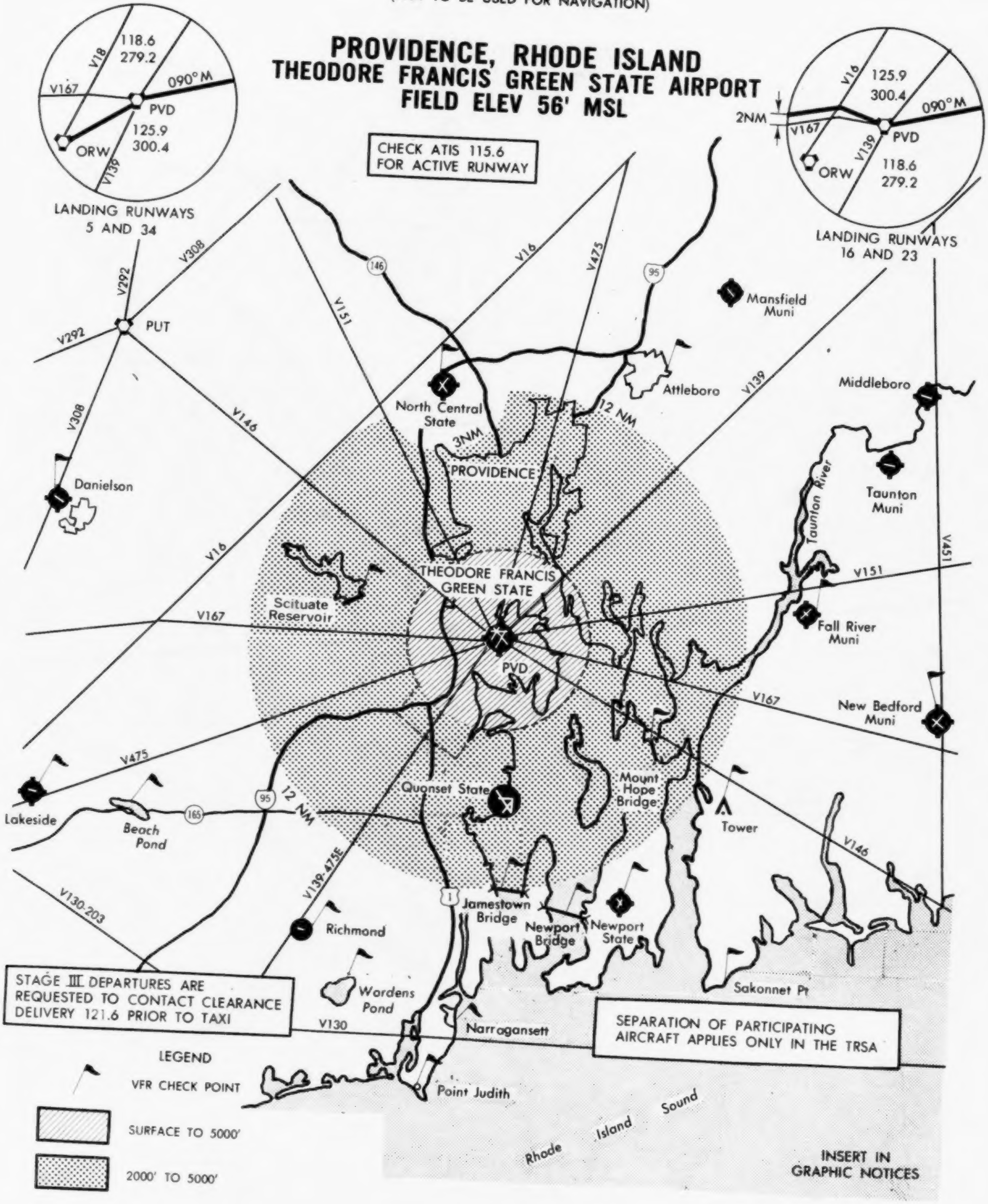
⚑	VFR CHECK POINT
70	CEILING IN HUNDREDS OF FEET MSL
25	FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

21 APR 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

PROVIDENCE, RHODE ISLAND
THEODORE FRANCIS GREEN STATE AIRPORT
FIELD ELEV 56' MSL


118.6
279.2
V18
V167
090°M
PVD
125.9
300.4
ORW
V139
LANDING RUNWAYS
5 AND 34
V16
125.9
300.4
2NM
090°M
V167
V139
PVD
ORW
118.6
279.2
LANDING RUNWAYS
16 AND 23
V308
V292
PUT
V292
V308
Danielson
146
V151
V16
V475
95
Mansfield
Muni
North Central
State
Attleboro
12 NM
V139
Middleboro
V146
3NM
PROVIDENCE
Taunton River
Taunton
Muni
V451
V16
THEODORE FRANCIS
GREEN STATE
Scituate
Reservoir
V167
V151
Fall River
Muni
PVD
V167
New Bedford
Muni
V475
Lakeside
Beach
Pond
165
95
12 NM
Quonset State
Mount
Hope
Bridge
Tower
V146
V130-203
V139-475E
1
Jamestown
Bridge
Newport
Bridge
Newport
State
Richmond
Wordens
Pond
Sakonnet Pt
V130
Narragansett
Point Judith
Rhode Island Sound

CHECK ATIS 115.6
FOR ACTIVE RUNWAY

STAGE III DEPARTURES ARE
REQUESTED TO CONTACT CLEARANCE
DELIVERY 121.6 PRIOR TO TAXI

SEPARATION OF PARTICIPATING
AIRCRAFT APPLIES ONLY IN THE TRSA

LEGEND

VFR CHECK POINT

▨ SURFACE TO 5000'

▒ 2000' TO 5000'

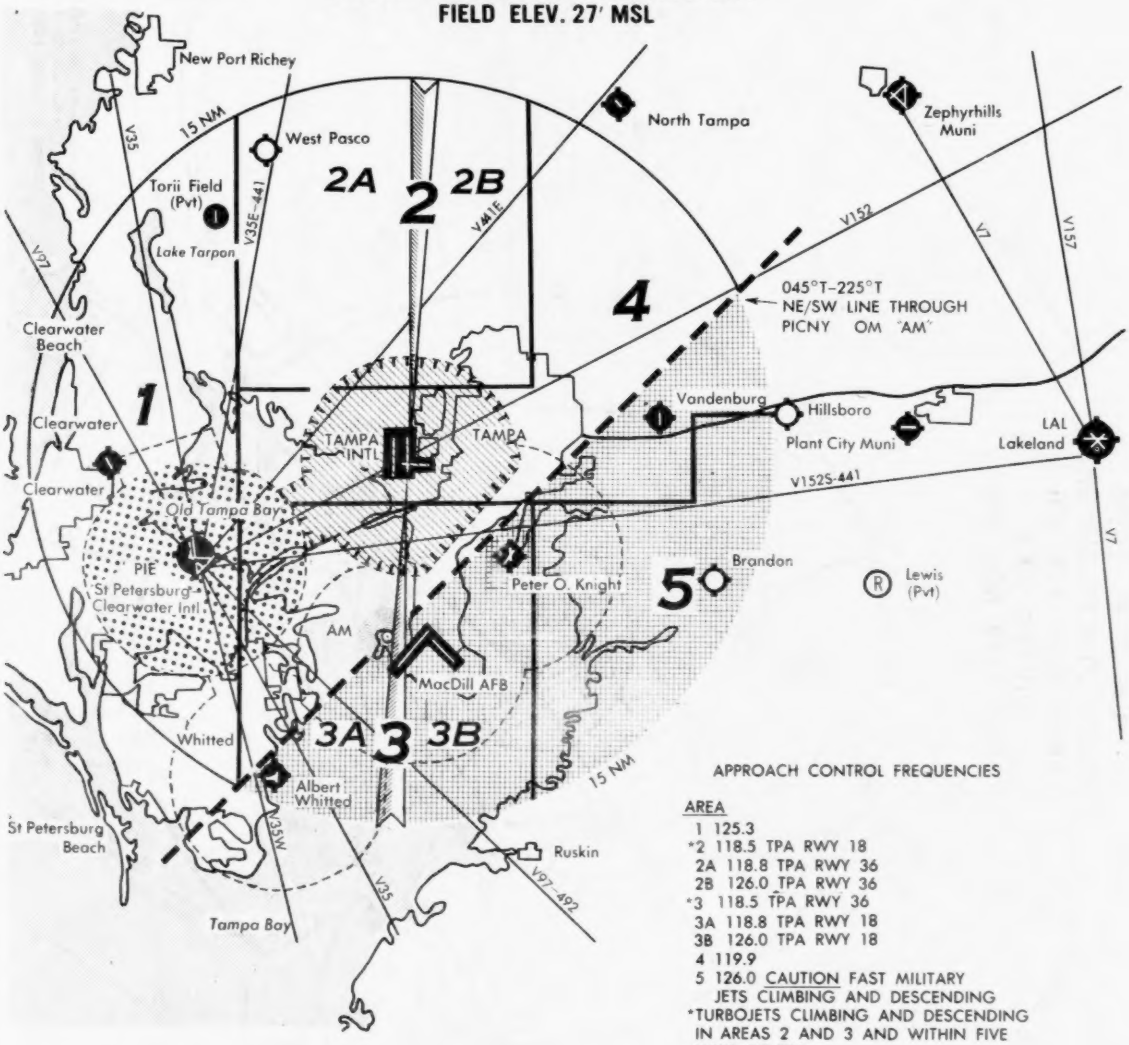
INSERT IN
GRAPHIC NOTICES

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

TAMPA, FLORIDA
TAMPA INTERNATIONAL AIRPORT
FIELD ELEV. 27' MSL


New Port Richey
15 NM
V35
West Pasco
2A
2
2B
North Tampa
Zephyrhills Muni
Torii Field (Pvt)
V35E-441
V41E
V152
V7
V157
V97
Lake Tarpon
4
045°T–225°T NE/SW LINE THROUGH PICNY OM "AM"
Clearwater Beach
1
Clearwater
Vandenburg
Hillsboro
TAMPA INTL
TAMPA
Plant City Muni
LAL Lakeland
Clearwater
V152S-441
Old Tampa Bay
PIE
St Petersburg-Clearwater Intl
Peter O. Knight
5
Brandon
Lewis (Pvt)
AM
MacDill AFB
Whitted
3A
3
3B
15 NM
Albert Whitted
V35W
St Petersburg Beach
Ruskin
V97-492
V35
Tampa Bay

APPROACH CONTROL FREQUENCIES

AREA
1 125.3
*2 118.5 TPA RWY 18
2A 118.8 TPA RWY 36
2B 126.0 TPA RWY 36
*3 118.5 TPA RWY 36
3A 118.8 TPA RWY 18
3B 126.0 TPA RWY 18
4 119.9
5 126.0 CAUTION FAST MILITARY JETS CLIMBING AND DESCENDING
*TURBOJETS CLIMBING AND DESCENDING IN AREAS 2 AND 3 AND WITHIN FIVE MILES OF TPA
NOTE–TPA ATIS 126.45 FOR RUNWAY IN USE

CHANGE TRANSPONDER TO CODE 1200
AFTER LEAVING APPROACH CONTROL FREQUENCY

LEGEND

▨	SURFACE TO 6000' MSL WITHIN CONTROL ZONE
▦	2100' MSL TO 6000' MSL
☐	1600' MSL TO 6000' MSL
⁘	3000' MSL TO 6000' MSL WITHIN PIE AIRPORT TRAFFIC AREA

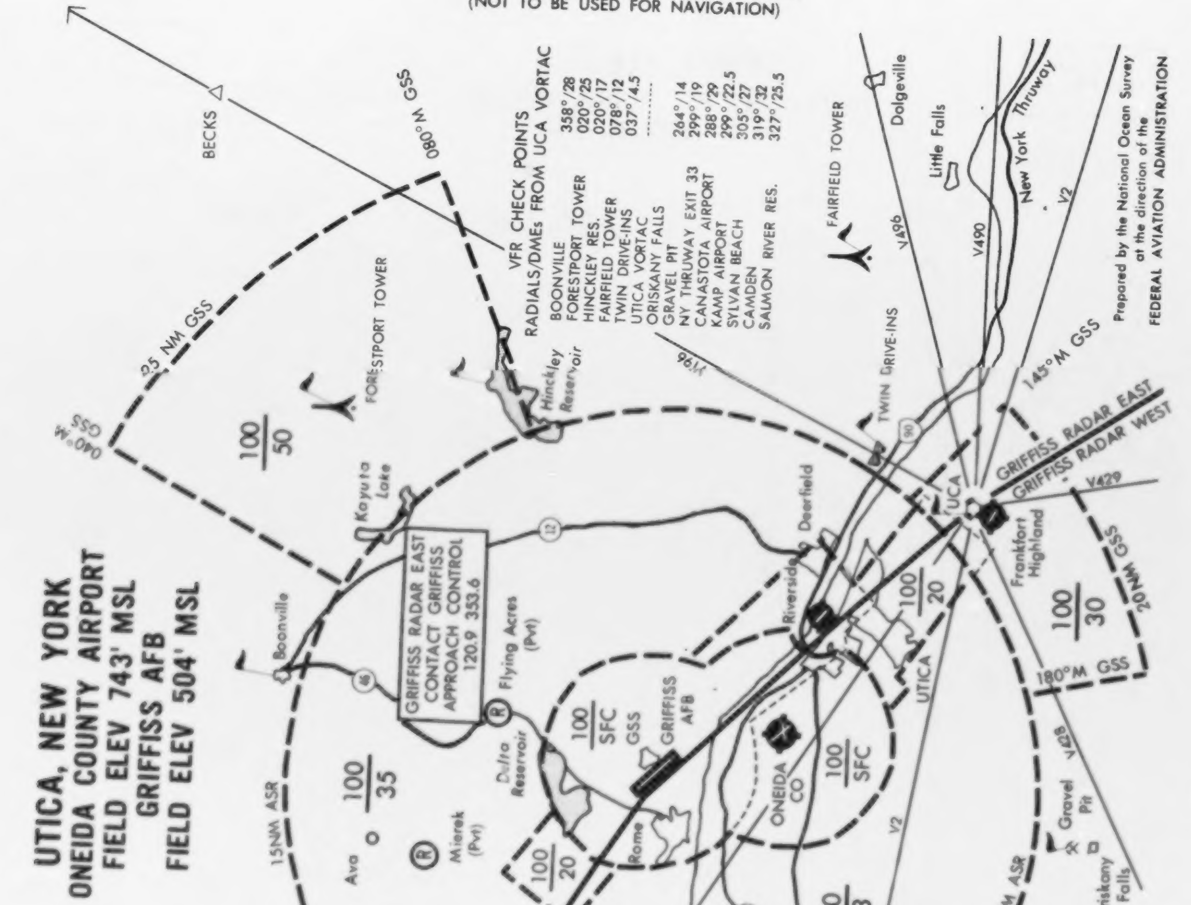
VFR REPORTING POINTS

RUSKIN	SSE - 16 NM
PLANT CITY	ENE - 21 NM
TAMPA DOWNS AIRPORT	NE - 17 NM
NEW PORT RICHEY	NW - 19 NM
CLEARWATER BEACH	W - 17 NM
PETERSBURG BEACH	SW - 18 NM

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

UTICA, NEW YORK
ONEIDA COUNTY AIRPORT
FIELD ELEV 743' MSL
GRIFFISS AFB
FIELD ELEV 504' MSL


BECKS
080°M GSS
040°M GSS
25 NM GSS
100/50
FORESTPORT TOWER
Hinckley Reservoir
Kayuta Lake
GRIFFISS RADAR EAST CONTACT GRIFFISS APPROACH CONTROL 120.9 353.6
Boonville
15NM ASR
100/35
Ava
Mierek (Pvt)
Flying Acres (Pvt)
Delta Reservoir
100/SFC GSS
GRIFFISS AFB
100/20
Rome
ONEIDA CO
100/SFC
Riverside
Deerfield
100/20
UTICA
TWIN DRIVE-INS
FAIRFIELD TOWER
V196
V496
V490
V2
V429
V428
V483
V145
V2-483
Dolgeville
Little Falls
New York Thruway
145°M GSS
GRIFFISS RADAR EAST
GRIFFISS RADAR WEST
UCA
Frankfort Highland
20NM GSS
100/30
180°M GSS
Gravel Pit
Oriskany Falls
15 NM ASR
100/23
Sherrill
NY THRUWAY EXIT 33
Oneida
7 NM ASR
258° GSS
GRIFFISS APPROACH
SYRACUSE APPROACH
Becks Grove
Barge Canal
Kamp
Sylvan Beach
North Bay (Pvt)
Canastota
345°M GSS
25NM GSS
100/50
Redfield
314°M GSS
Camden
Salmon River Reservoir
INSERT IN GRAPHIC NOTICES
Oneida Lake
90
12
46
365
GRIFFISS RADAR EAST
GRIFFISS RADAR WEST
GRIFFISS APPROACH
SYRACUSE APPROACH
GRIFFISS RADAR WEST CONTACT GRIFFISS APPROACH CONTROL 118.5 363.8

VFR CHECK POINTS
RADIALS/DMEs FROM UCA VORTAC

BOONVILLE	358°/28
FORESTPORT TOWER	020°/25
HINCKLEY RES.	020°/17
FAIRFIELD TOWER	078°/12
TWIN DRIVE-INS	037°/4.5
UTICA VORTAC	....
ORISKANY FALLS	
GRAVEL PIT	264°/14
NY THRUWAY EXIT 33	299°/19
CANASTOTA AIRPORT	288°/29
KAMP AIRPORT	299°/22.5
SYLVAN BEACH	305°/27
CAMDEN	319°/32
SALMON RIVER RES.	327°/25.5

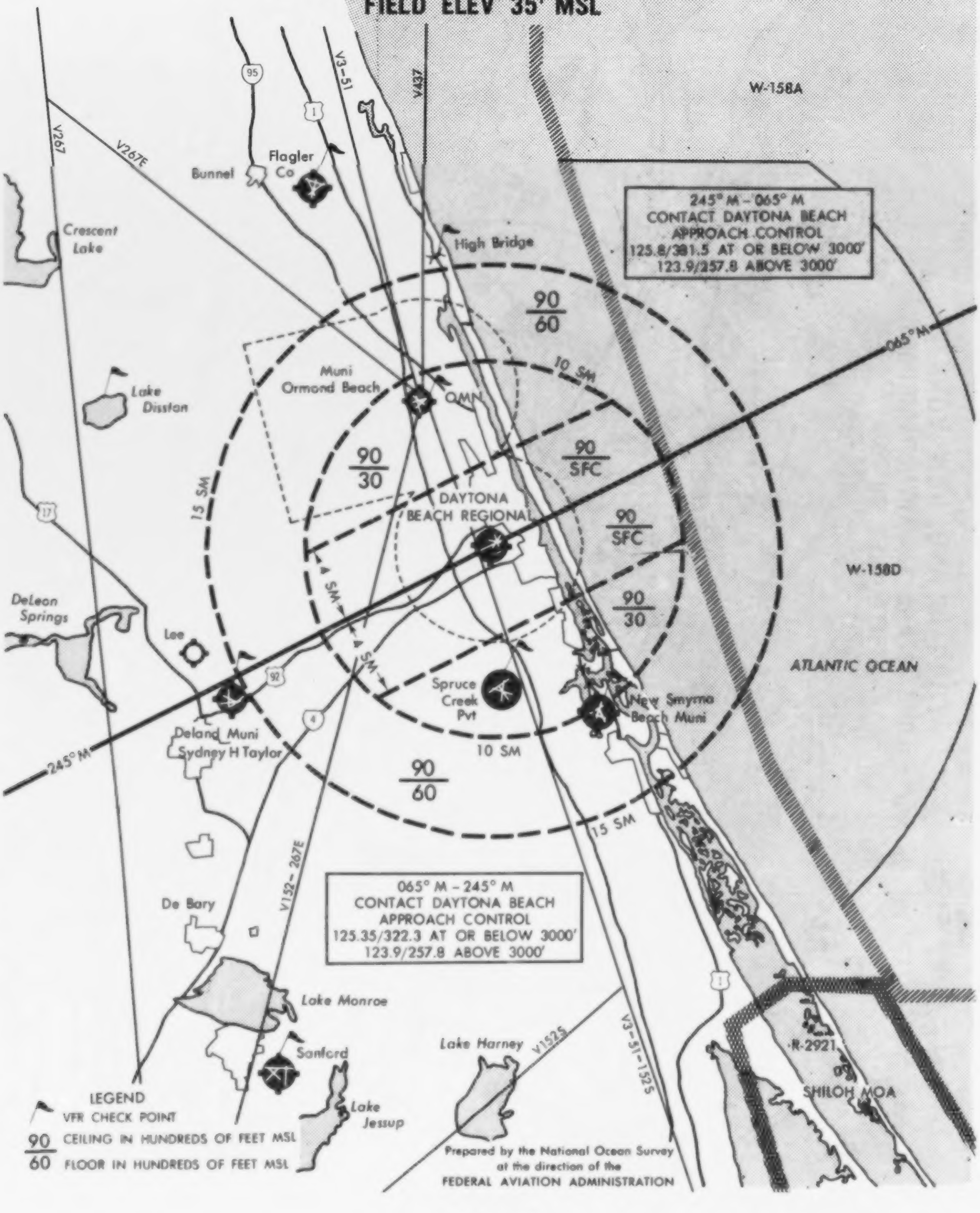
LEGEND

⚑	VFR CHECK POINT
100	CEILING IN HUNDREDS OF FEET MSL
20	FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

INSERT IN
GRAPHIC NOTICES

DAYTONA BEACH, FLORIDA
DAYTONA BEACH REGIONAL AIRPORT
FIELD ELEV 35' MSL


V3-51
V437
95
1
W-158A
V267
V267E
Flagler
Co
Bunnel
Crescent
Lake
High Bridge
90
60
065° M
Muni
Ormond Beach
OMN
10 SM
Lake
Disston
90
SFC
90
30
15 SM
17
DAYTONA
BEACH REGIONAL
90
SFC
W-158D
4 SM
4 SM
90
30
DeLeon
Springs
Lee
92
ATLANTIC OCEAN
Spruce
Creek
Pvt
New Smyrna
Beach Muni
4
Deland Muni
Sydney H Taylor
245° M
10 SM
90
60
15 SM
V152-267E
De Bary
1
Lake Monroe
Lake Harney
V152S
V3-51-152S
R-2921
Sanford
SHILOH MOA
Lake
Jessup

245° M – 065° M
CONTACT DAYTONA BEACH
APPROACH CONTROL
125.8/381.5 AT OR BELOW 3000'
123.9/257.8 ABOVE 3000'

065° M – 245° M
CONTACT DAYTONA BEACH
APPROACH CONTROL
125.35/322.3 AT OR BELOW 3000'
123.9/257.8 ABOVE 3000'

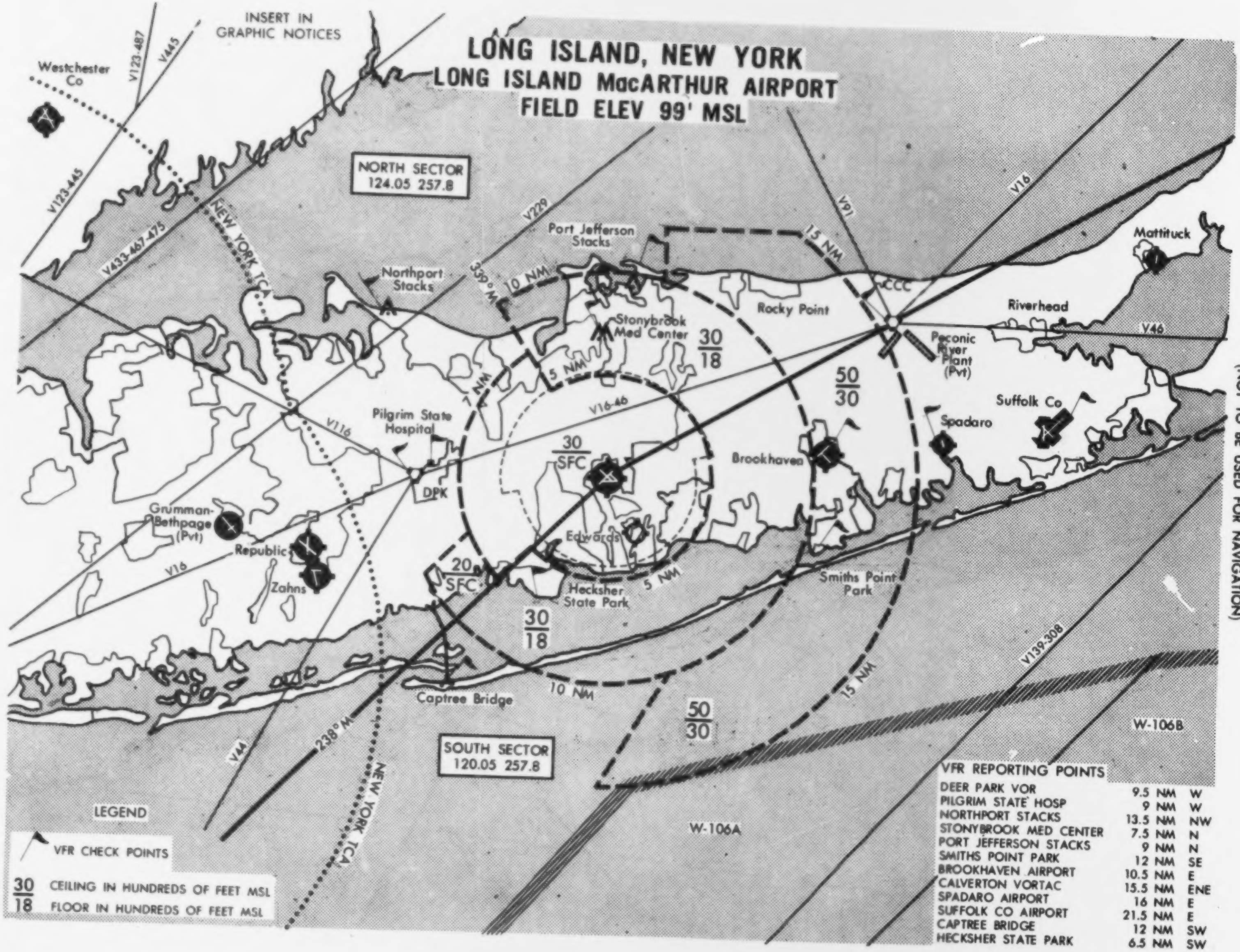
LEGEND
VFR CHECK POINT
90 CEILING IN HUNDREDS OF FEET MSL
60 FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

8 MAY 1980

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)


INSERT IN GRAPHIC NOTICES
LONG ISLAND, NEW YORK
LONG ISLAND MacARTHUR AIRPORT
FIELD ELEV 99' MSL
Westchester Co
V123-487
V445
V123-445
V433-467-475
NORTH SECTOR 124.05 257.8
NEW YORK TCA
V229
V91
V16
15 NM
Port Jefferson Stacks
Northport Stacks
339° M
10 NM
Stonybrook Med Center
Rocky Point
CCC
Mattituck
Riverhead
V46
30/18
5 NM
7 NM
Peconic River Plant (Pvt)
50/30
V16-46
Pilgrim State Hospital
V116
Spadaro
Suffolk Co
30/SFC
Brookhaven
DPK
Grumman-Bethpage (Pvt)
Republic
Edwards
V16
Zahns
20/SFC
Heckshar State Park
5 NM
Smiths Point Park
30/18
V139-308
15 NM
10 NM
Captree Bridge
50/30
W-106B
V44
238° M
SOUTH SECTOR 120.05 257.8
NEW YORK TCA
W-106A
LEGEND
VFR CHECK POINTS
30/18 CEILING IN HUNDREDS OF FEET MSL
FLOOR IN HUNDREDS OF FEET MSL

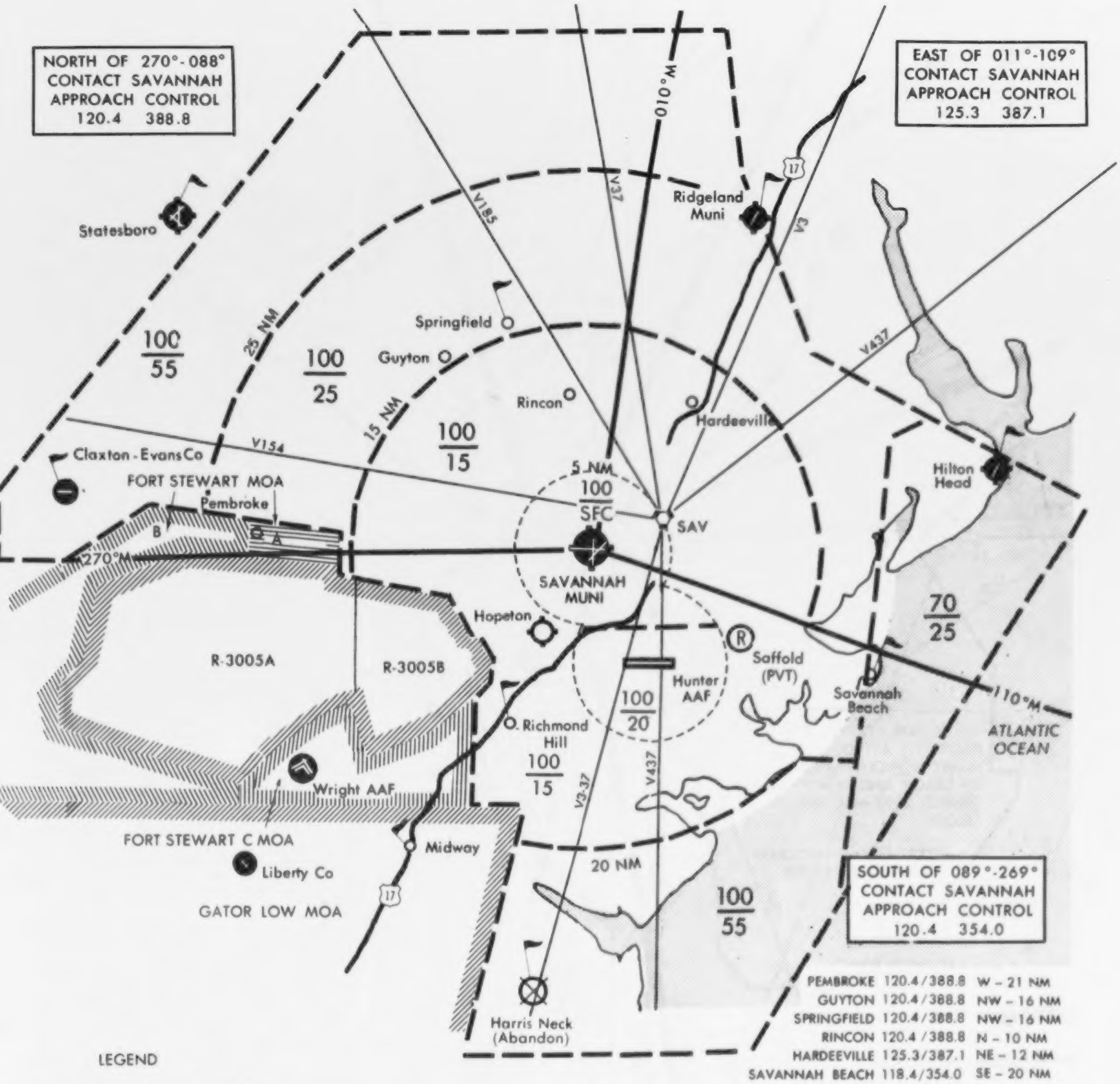
VFR REPORTING POINTS		
DEER PARK VOR	9.5 NM	W
PILGRIM STATE HOSP	9 NM	W
NORTHPORT STACKS	13.5 NM	NW
STONYBROOK MED CENTER	7.5 NM	N
PORT JEFFERSON STACKS	9 NM	N
SMITHS POINT PARK	12 NM	SE
BROOKHAVEN AIRPORT	10.5 NM	E
CALVERTON VORTAC	15.5 NM	ENE
SPADARO AIRPORT	16 NM	E
SUFFOLK CO AIRPORT	21.5 NM	E
CAPTREE BRIDGE	12 NM	SW
HECKSHER STATE PARK	6.5 NM	SW

5 MAY 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

SAVANNAH, GEORGIA
SAVANNAH MUNICIPAL AIRPORT
FIELD ELEV 50' MSL


NORTH OF 270°-088°
CONTACT SAVANNAH
APPROACH CONTROL
120.4 388.8

EAST OF 011°-109°
CONTACT SAVANNAH
APPROACH CONTROL
125.3 387.1

SOUTH OF 089°-269°
CONTACT SAVANNAH
APPROACH CONTROL
120.4 354.0

Statesboro
Ridgeland Muni
010°M
V185
V37
V3
17
V437
Springfield
Guyton
Rincon
Hardeeville
25 NM
15 NM
5 NM
20 NM
100/55
100/25
100/15
100/SFC
100/20
70/25
V154
Claxton-Evans Co
FORT STEWART MOA
Pembroke
B
A
270°M
SAV
SAVANNAH MUNI
Hilton Head
Hopeton
R
Saffold (PVT)
R-3005A
R-3005B
Hunter AAF
Savannah Beach
110°M
ATLANTIC OCEAN
Richmond Hill
V3-37
Wright AAF
FORT STEWART C MOA
Midway
Liberty Co
GATOR LOW MOA
Harris Neck (Abandon)

PEMBROKE	120.4/388.8	W – 21 NM
GUYTON	120.4/388.8	NW – 16 NM
SPRINGFIELD	120.4/388.8	NW – 16 NM
RINCON	120.4/388.8	N – 10 NM
HARDEEVILLE	125.3/387.1	NE – 12 NM
SAVANNAH BEACH	118.4/354.0	SE – 20 NM
RICHMOND HILL	118.4/354.0	SW – 12 NM
HARRIS NECK (ABANDONED)	118.4/354.0	S – 29 NM
MIDWAY	118.4/354.0	SW – 22 NM

LEGEND

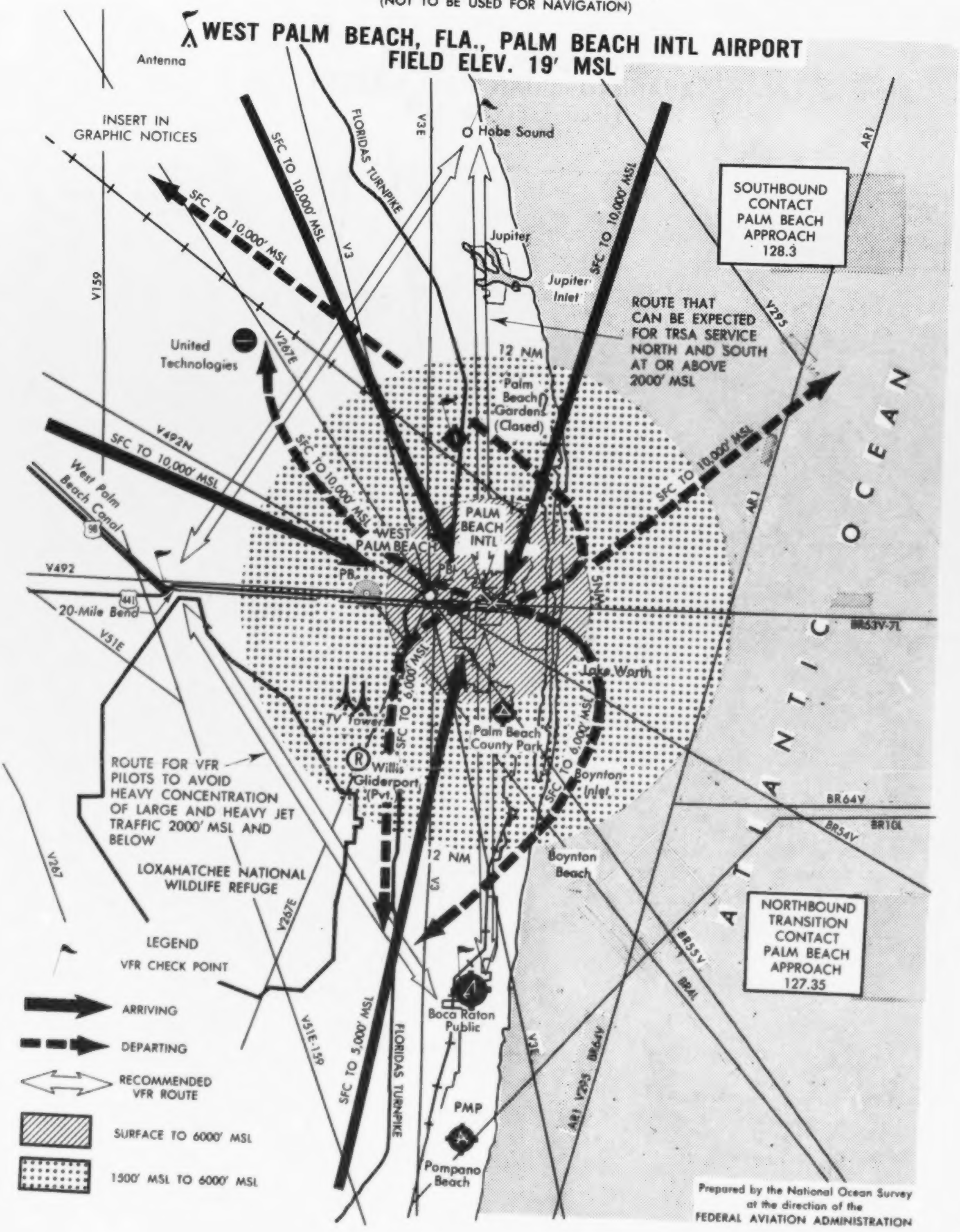
100/25	CEILING IN HUNDREDS OF FEET MSL FLOOR IN HUNDREDS OF FEET MSL
⚑	VFR CHECK POINTS

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

5 MAY 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

WEST PALM BEACH, FLA., PALM BEACH INTL AIRPORT
FIELD ELEV. 19' MSL


Antenna
INSERT IN GRAPHIC NOTICES
SFC TO 10,000' MSL
SFC TO 10,000' MSL
SFC TO 10,000' MSL
SFC TO 10,000' MSL
SFC TO 10,000' MSL
SFC TO 10,000' MSL
FLORIDAS TURNPIKE
V3E
V3
Hobe Sound
Jupiter
Jupiter Inlet
V159
V267E
United Technologies
12 NM
Palm Beach Gardens (Closed)
V492N
West Palm Beach Canal
98
WEST PALM BEACH
PBI
PALM BEACH INTL
V492
441
20-Mile Bend
V51E
SFC TO 6,000' MSL
SFC TO 6,000' MSL
Lake Worth
TV Tower
Palm Beach County Park
R
Willis Gliderport (Pvt.)
Boynton Inlet
Boynton Beach
12 NM
LOXAHATCHEE NATIONAL WILDLIFE REFUGE
V267
V267E
V51E-159
SFC TO 5,000' MSL
FLORIDAS TURNPIKE
Boca Raton Public
PMP
Pompano Beach
ATLANTIC OCEAN
AR1
AR1
V295
BR53V-7L
BR64V
BR54V
BR10L
BR55V
BR4L
3E
V3E
AR1 V295 BR64V

SOUTHBOUND
CONTACT
PALM BEACH
APPROACH
128.3

ROUTE THAT CAN BE EXPECTED FOR TRSA SERVICE NORTH AND SOUTH AT OR ABOVE 2000' MSL

ROUTE FOR VFR PILOTS TO AVOID HEAVY CONCENTRATION OF LARGE AND HEAVY JET TRAFFIC 2000' MSL AND BELOW

NORTHBOUND
TRANSITION
CONTACT
PALM BEACH
APPROACH
127.35

LEGEND
- VFR CHECK POINT
- ARRIVING
- DEPARTING
- RECOMMENDED VFR ROUTE
- ▨ SURFACE TO 6000' MSL
- ░ 1500' MSL TO 6000' MSL

Prepared by the National Ocean Survey
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FEDERAL AVIATION ADMINISTRATION

5 MAY 1980

JUN 1

321-306
423

Item 431-C-5

TD 4.12/2:980/12

CLASS TWO NOTAMS

contin

9323

Notices to Airmen

June 12, 1980

Next Issue
June 26, 1980

VOICE RESPONSE SYSTEM
See page Special—1, 2

VORTEX ADVISORY SYSTEM
See page Special—3

SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
See page Special—4

OFFSHORE SPECIAL AIRSPACE
See page Special—5

IFR ROUTES N.Y. METRO COMPLEX
See page Special—6

READING AIR SHOW
See page Special—7, 8, 9, 10

DENVER STAPLETON EXPANDED METERING
See page Special—11

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

H.Y.

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	**Control Zone**

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF MAY 29, 1980

THIS PUBLICATION IS DIVIDED INTO THREE PARTS: (1) THE FIRST PART CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS PART WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND PART CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD PART CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST PART OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

SAC GLOBAL SHIELD 80 EXERCISE: The Strategic Air Command (SAC) is planning to conduct a training exercise (GLOBAL SHIELD 80) during selected dates of June 1980 which will result in exceeding normal SAC airspace requirements. Operations will be conducted throughout continental U.S. with all bomber traffic (B-52/FB-111) transitting low level training route IR-122. Aircraft operating in accordance with visual flight rules with the intent to cross IR-122 should be extremely alert for exercise aircraft. Route status information will be available through FAA Flight Service Stations along the route. Exercise aircraft will be utilizing numerous flight levels and operating with 10/12 minutes in trail separation between aircraft with additional time separation between individual units . During the exercise, there will be increased requirement for in-flight refueling. Refueling will be conducted on FAA approved random tracks and/or published refuel tracks within the altitude reservation. GLOBAL SHIELD 80 was planned and coordinated with FAA with the intent to minimize impact on other airspace users and still allow SAC to meet training requirements. However, during some periods, there may be instances where non-participating aircraft will not receive requested flight level/route or may be radar vectored around airspace being used in the exercise. There is also the possibility of limited flow control implementation. Radar vectors, altitude changes, re-routes or flow control will be used only as deemed absolutely necessary. A NOTAM will be issued approximately 48 hours prior to exercise beginning containing more specific exercise information.

ALABAMA

NO NOTICES THIS ISSUE

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

PHOENIX SKY HABOR INTL ARPT: Rwy 08R-26L East 3175 ft. clsd. (5/80)

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8-26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

MAMMOTH LAKES ARPT: Thr Rwy 09 dsplcd 240 ft. Thr Rwy 27 dsplcd 220 ft. No thr lgts Rwy 09. Mountain 2 miles from AER 09. Avoid school 1/4 mi N AER 09. (6/80)

MONTAGUE SISKIYOU COUNTY ARPT: VOR unusable 306-330 beyond 4 NM all altitudes. (6/80)

SAN BERNADINO TRI-CITY ARPT: Rwy 07-25 and Rwy 16-34 clsd. (5/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80)

COLORADO

DENVER ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80) ILS Rwy 19L & Rwy 35R OTS until 6/16.

CONNECTICUT

BRIDGEPORT, IGOR I. SIKORSKY MEMORIAL ARPT: Unicom freq. 123.0. (5/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

BROOKSVILLE HERNANDO COUNTY ARPT: PCL CMSN Key 122.8 7 times high/5 times med/ 3 times low intsy 0200-SR daily. (5/80)

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.

PENSACOLA REGIONAL ARPT: VASI rwy 7-25 OTS. (2/80) Mil Operns Tue & Wed 0800-0900 lcl until Dec. 1980 WI 5 NM of NPA/TACAN/062 Deg radial 21 DME (OLF Choctaw) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9-27. (10/78) RAIL rwy 18 OTS. (9/77)

GEORGIA

MOULTRIE ARPT: CTLZ hrs 0930-1830 lcl daily beg. 6/6. (5/80)

ROME, RICHARD B. RUSSELL ARPT: Unicom freq. 123.0. (5/80)

IDAHO

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 7/14 - 8/7. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

ALTON, CIVIC MEMORIAL ARPT: LOC OTS until 6/20. (5/80)

CHICAGO-O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS 6/1 - 7/31. (5/80)

DANVILLE VERMILLION COUNTY ARPT: ATCT operating hrs 0700-2100 until 10/25 CTLZ 0700-2100 LCL until 10/25. (5/80)

LINCOLN ARPT: Abraham NDB OTS until 9/4.

LITCHFIELD ARPT: NDB OTS until 6/20 (5/80)

INDIANA

GARY ARPT: CTLZ hrs 0700-2200 lcl. (5/80)

GREENFIELD, POPE FIELD ARPT: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

MUNCIE, DELAWARE COUNTY-JOHNSON: ILS OTS 6/1 - 6/30. (5/80)

IOWA

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

OLATHE JOHNSON COUNTY ARPT: Glide slope OTS until 7/11. (5/80)

GOODLAND: LOC/LOM unmon & VORTAC unmon/voice OTS 0400-1100Z until 11/1. (6/80)

HILL CITY: VORTAC HLC unmon/voice OTS 0400-1100Z until 11/1. (6/80)

KENTUCKY

COVINGTON/CINCINNATI ARPT: ILS Rwy 18 & Rwy 36 OTS until 12/31. (6/80)

LOUISIANA

BATON ROUGE RYAN ARPT: Rwy 13-31 clsd until aprxly 9/30. (5/80) ILS Rwy 13 OTS until 9/30. (5/80)

MAINE

BIDDERFORD MUNI ARPT: Thr lights rwy 6-24 OTS UFN. (4/80)

PRESQUE ISLE ARPT: GS operating unrestricted. (5/80) Unicom freq. 122.8. (6/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1-19 cmsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

MARTHA'S VINEYARD ARPT: ATCT oper. hrs 0700-2200 5/22-9/15. (5/80)

MONTAGUE TURNERS FALLS ARPT: Unicom freq. 123.0. (5/80)

NANTUCKET MEM'L ARPT: Rwy 33-4 Box VASI Right Side. (5/80)

NORTHAMPTON LA FLEUR ARPT: (4/80) Rwy lgts OTS UFN (5/80)

WORCESTER ARPT: Rwy 11-29 clsd until 7/15. REILS and VASI Rwy 29 OTS until 7/15. MALSR Rwy 11 OTS until 7/15. Rwy 02-20 clsd until 6/30. (5/80)

MICHIGAN

BENTON HARBOR ROSS FLD: Arpt clsd unscheduled ACR except PPR. (6/80)

SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 780 ft. 6/16 until 9/30. (5/80) ILS OTS 6/16-9/30. (6/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

EUELETH-VIRGINIA MUNI ARPT: Rwy 14-32 2500 ft by 100 ft. (5/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS. (10/77)

THIEF RIVER FALLS ARPT: CTLZ 0500-2100 LCL daily. (5/80)

MISSISSIPPI

COLUMBUS/W POINT GOLDEN TRIANGLE ARPT: Unicom Freq 122.8. (6/80)

GULFPORT-BILOXI RGN ARPT: Rwy 04-22 clsd until 1/81. (6/80)

HATTIEBURGH ARPT: Hub City NDB OTS until 7/15 (6/80)

MISSOURI

JEFFERSON CITY MEML ARPT: Thr Rwy 17 no longer dsplcd 500 ft. (5/80)

JOPLIN MUNI ARPT: Rwy 31-4 Box VASI Left Side. (5/80)

KANSAS CITY INTL ARPT: GS OTS 5/19-6/19. (6/80)

ST. LOUIS SPIRIT OF ST. LOUIS ARPT: ILS back course Rwy 07 unusable beyond 15 NM (5/80)

MONTANA

GREAT FALLS INTL ARPT: ILS OTS 6/16 - 7/18. (5/80)

HELENA ARPT: ILS OTS 7/9 - 7/26. (5/80)

WEST YELLOWSTONE ARPT: ILS OTS 7/21 - 8/5. (5/80)

NEBRASKA

FAIRBURY MUNI ARPT: Unicom Freq 122.7. (6/80)

HEBRON MUNI ARPT: Arpt clsd until 11/10. (5/80)

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

BERLIN MUNI ARPT: Unicom freq. 122.7. (5/80)

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 OTS. (1/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd.

LAKEWOOD ARPT: Thr Rwy 24 dsplcd 250 ft. (6/80)

MONMOUTH COUNTY ARPT: Rwy 14-32 7000 ft by 58 ft. Thr Rwy 17 dsplcd 1475 ft. (6/80)

BRIDGEPORT ARPT: Thr Rwy 16 dsplcd 300 ft.

CALDWELL,ESSEX COUNTY ARPT: Rwy 9-27 clsd. (8/79)

MATAWAN MARLBORO ARPT: Unicom Freq 122.7.

MILLTOWN ZIEGFIELD ARPT: Arpt permly clsd. (5/80)

PITTSTOWN SKY MANOR ARPT: Unicom freq 122.8. (6/80)

PRINCETON/ROCK HILL ARPT: Unicom freq 122.8. (6/80)

SMITHVILLE AIRFIELD ARPT: Thr Rwy 20 dsplcd 420 ft. Thr Rwy 02 dsplcd 340 ft nights; 300 ft daylight. (6/80)

SUSSEX ARPT Thr Rwy 21 dsplcd 760 ft. (6/80)

SOMERVILLE SOMERSET ARPT: Unicom freq. 123.0. (5/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

FARMINGTON MUNI ARPT: Unicom freq. 122.95. (5/80)

GALLUP SENATOR CLARKE FLD ARPT: Rwy 06-24 clsd 6/1-7/15. 6150 ft by 50 ft parallel taxiway avbl lndgs and tkoffs.

SILVER CITY/GRANT ARPT: CTLZ hrs 0600-2200 lcl until 8/18. (6/80)

TAOS: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80) GS/MM OTS until 11/1. (6/80)

LA GUARDIA ARPT: Arpt clsd fixed wing acft 0001-0700 lcl Mon-Fri 7/8 - 10/15; Excp 9/1 & 9/2, Aprt open 24 hours. (5/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

LINDEN ARPT: Unicom Freq 123.0 (6/80)

MONTAUK ARPT: Unicom Freq 122.7. (6/80)

NEWBURGH STEWART ARPT: ILS OTS until 8/31. (5/80) Rwy 09-27 clsd until 8/31.

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80)

SCHENECTADY COUNTY ARPT: Rwy 04-22 North 2000 ft lights OTS. (3/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

WATERTOWN ARPT: ARPT clsd unsked acr excp 15 min ppr wday 1000-0200/Sat 1200-2100/Sun 1200-0200/other time 24 hr PPR. (6/80)

NORTH CAROLINA

FAYETTEVILLE MUNI/GRANNIS FIELD: Rwy 03/21 7204 ft by 150 ft. (5/80)

ROANOKE RAPIDS HALIFAX COUNTY ARPT: Unicom freq. 122.8. (5/80)

SALISBURY ARPT: VOR-Non-Federal Facility. (5/80) VOR portion unusable 190-205.

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2-20 clsd nights. (11/78)

JAMESTOWN ARPT: VOR (JMS) OTS 6/1-7/1. (5/80) LOC OTS 6/1-7/1. (5/80)

RUGBY ARPT: NDB OTS until 8/30. (5/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)

CLEVELAND CUYAHOGA COUNTY ARPT: ILS Rwy 23 OTS 6/1-7/1. (5/80)

CLEVELAND-HOPKINS INTL: Rwy 10R-28L 3276 ft by 75 ft. (5/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80) Thr Rwy 31 dsplcd 1059 ft. (5/80)

DAYTON PATTERSON: VOR FFO unreliable 310-010 below 3000 ft. (6/80)

HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)

TOLEDO EXPRESS ARPT: Thr rwy 07 dsplcd 4125 ft 6/9 thru 6/16; 2640 ft. 6/16 thru 6/26; 1690 ft. 6/26 thru 7/18. Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8-26 OTS UFN. (4/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

KLAMATH FALLS KINGSLEY FIELD ARPT: ILS OTS 6/2-6/22. (5/80)

PENNSYLVANIA

BRADFORD REGIONAL ARPT: Rwy 05-23 Clsd 6/2-7/1. Arpt clsd 6/16-6/22. (6/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd. (5/78)

PHILADELPHIA INTERNATIONAL ARPT: Crane 180 ft AGL 1400 SSE AER 27L flagged and Lgtd daily, lowered nights until 9/1. (6/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)

ST MARYS MUNI ARPT: Arpt clsd 0800-1700 lcl 6/16-6/30. Arpt clsd 7/1-7/11. (6/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

ANDERSON COUNTY: NDB"AND" Cmsnd. (6/80)

BEAUFORT COUNTY ARPT: ARPT Clsd until aprxly 8/15. (5/80)

CHESTER MUNI ARPT: Rwy 17-35 CLSD UFN. (4/80)

SOUTH DAKOTA

WATERTOWN MUNI ARPT: MALSR Rwy 35 OTS 5/6 - 7/3. (5/80)
WINNER, BOB WILEY FLD ARPT: Rwy 13-31 clsd. (11/79)

TENNESSEE

CENTERVILLE MUNI ARPT: Construction on Rwy 02-20 until 8/1. VASI Rwy 02 OTS until 8/1. (5/80)
CLARKSVILLE ARPT: CTLZ hrs temporarily suspended. (5/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS. (8/79)
SELMER, ROBERT SIBLEY ARPT: VASI Rwy 16/34 OTS. (2/80)
TULLAHOMA MUNI ARPT: Rwys 06-24 & 14-32 clsd. (4/80) VOR (TUH) monitored 0700-1700 Mon-Fri except holidays. (5/80)

TEXAS

ABILEEN MUNI ARPT: Unicom freq. 122.95 (5/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)

COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)
DALLAS, ADDISON: Thr Rwy 18 dsplcd 990 ft. (5/80)
FALFURRIAS BROOKS COUNTY ARPT: NDB OTS until 7/10. (6/80)

FREER MUNI ARPT: Rwy 14-32 clsd until 9/15. (5/80)
HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)
LAMPASAS ARPT: South 300 ft. Rwy 16-34 clsd until 8/1. (5/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 8-26 OTS excp High Intst. (9/79)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
SEYMOUR MUNI ARPT: Rwy 17-35 3600 ft by 50 ft.
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

MOAB CANYONLANDS FIELD ARPT: VOR/DME OTS until 7/1. (5/80) Rwy 15-33 clsd nights. (6/80)
SALT LAKE ARTCC: ARSR/SSR unavbl 13000 - FL290 4815N 11430W 4755N 11430W 11500W (5/80)
SALT LAKE CITY INTL ARPT: MALSR Rwy 16R OTS UFN. (5/80)

VERMONT

BARRE MONTPELIER EDWARD F KNAPP: Rwy 17-35 clsd 7/7-8/28. (6/80)

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS. (11/78)
FRANKLIN MUNI-JOHN BEVERLY ROSE ARPT: Thr Rwy 09/27 no longer dsplcd 100 ft. (5/80)
HOPEWELL ARPT: Rwy 8-26 clsd. (11/78)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd. (5/78) VASI rwy 6-24 OTS thru Aug.

WASHINGTON

PORT ANGELES: Crescent Beach NDB OTS 7/10-7/17. (6/80)

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

MANITOWAC COUNTY ARPT: CTLZ 0600-2100 lcl daily. (5/80)
OSHKOSH, WITTMAN FLD ARPT: Rwy 4-22 and rwy 9-27 clsd.
JAMESVILLE ROCK COUNTY ARPT: Unicom freq 122.95. (6/80)

WYOMING

CASPER NATRONA COUNTY INTL ARPT: ILS Rwy 07 OTS 5/21-8/21. (6/80)
ROCK SPRINGS SWEETWATER COUNTY ARPT: ILS OTS until 6/15. (5/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS **DO NOT** attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
KY	London-Corbin	A
LA	Lafayette Regional	B
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/793 MAY 29, 1980

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN BELOW. TIMES ARE GMT OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/417 FI/T /CPS/ BI-STATE PARKS, EAST ST. LOUIS, IL. VOR/DME-A AMDT 5 PROC DATA NOTES CHANGED TO READ: WHEN CONTROL ZONE NOT EFFECTIVE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. 1. USE LAMBERTST. LOUIS INTL, MO ALTIMETER SETTING 2. INCREASE ALL MDA'S 40 FT. 3. ALTERNATE MINS NA.

FDC 0/557 FI/P /DEC/ DECATUR DECATUR IL. LOC BC RWY 24 AMDT 5 CORRECT US GOVT CHART/AL-710/EAST CENTRAL VOL 3 EFF 17 APR 1980 BY DELETING CHAN 46 AT I-DEC LOCALIZER. DME ARC R-098 DEC VORTAC COUNTERCLOCKWISE TO AKLEY IS 14 DME ARC. /DEC R-45 LR/AND 236/ 5.4/ I-DEC/.

FDC 0/593 FI/P /BMI/ BLOOMINGTON-NORMAL BLOOMINGTON-NORMAL IL. ILS RWY 29 AMDT 4 CORRECT US GOVT CHART/ AL-5058/ EAST CENTRAL VOL 3 EFFECTIVE 17 APR 1980 BY DELETING CHANNEL 19 AT BMI VOR.

FDC 0/622 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. ILS RWY 4 AMDT 20. TERMINAL ROUTES CAP VORTAC /SP/LOM 2300 FT WAVLY INT /IAF/ /SP/ LOM /NOPT/ 355/5.0 /HDG/ /040/10.6 /I-SPI/ 2300 FT PROC TURN ALT 2300 FT MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT, GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 DEGREES TCH 56 FT. THIS IS AMDT 21.

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

#FDC 0/723 FI/T /PWK/ PAL-WAWKEE CHICAGO/WHEELING IL. ILS RWY 16 AMDT 2 VOR RWY 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDA'S CAT A,B,C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R, 12L, 16 AND 24L. CLIMB RWY HEADING TO 1000 FT BEFORE TURNING EAST.

INDIANA

FDC 0/608 FI/T /IND/ INDIANAPOLIS INTERNATIONAL, INDIANAPOLIS, IND. RADAR-1 AMDT 23 SI RWY 22R MDA 1200/HAT 403 ALL CATS. VIS CAT C RVR 4000.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/369 FI/T (HAI) THREE RIVERS MUNI DR. HAINES THREE RIVERS MI. VOR-A AMDT 4 CIRCLING MDA CAT C 1360 FT/HAA 536 FT. NDB RWY 27 AMDT 2 NDB/VOR MINIMA CIRCLING CAT C AND D NA.

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/442 FI/T (MOP) MT PLEASANT MUNICIPAL, MT PLEASANT, MI. VOR RWY 27 AMDT 5 CHG MIN ALT WINNZ MBS 25 DME TO 1300 SI RWY 27 MDA 1300 FT/HAT 545 FT ALL CATS. VIS CAT A B 1 MI CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CAT A B 1340 FT/HAA 585 FT VIS 1 MI CAT C MDA 1380 FT/HAA 625 FT VIS 1 3/4 MI CAT D MDA 1440 FT/HAA 685 FT VIS 2 1/4 MI. CHG PROC DATA NOTE RE ALSTG TO READ USE SAGINAW MI ALSTG LOCAL ALSTG NA.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

#FDC 0/661 FI/T /CVX/ CHARLEVOIX MUNI CHARLEVOIX MI. NDB RWY 26 AMDT 5 MISSED APCH CLIMBING LEFT TO 2800 IN CVX NDB HOLDING PATTERN HOLD EAST LEFT TURNS 252 DEG INBOUND.

#FDC 0/670 FI/T/Y84/MACKINAC ISLAND MACKINAC ISLAND MI. VOR/DME-A AMDT 2 MISSED APCH CLIMBING RIGHT TURN TO 2400 FT. VIA PLN R-006 TO AMDEE 10 DME AND HOLD SOUTH RIGHT TURNS 006 DEG INBOUND.

#FDC 0/673 FI/T /PLN/ EMMET COUNTY PELLSTON MI. NDB RWY 32 AMDT 12 MISSED APCH CLIMBING RIGHT TURN TO 2500 IN EPE HOLDING PATTERN.

#FDC 0679 FI/T /BEH/ ROSS FIELD BENTON HARBOR MI. LOC BC RWY 9 AMDT 4 DISREGARD GLIDE SOPLE INDICATIONS.

#FDC 0/698 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. NDB RWY 26L AMDT 13 SI MDA 1320 FT HAT 530 FT ALL CATS. CAT C VIS RVR 5000 CAT D VIS 11/2 MILES. CIRCLING CATS A/B/C MDA 1320 FT HAA 526 FT. ILS RWY 26L AMDT 14 SI LOC RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA 486 FT. RADAR-1 AMDT 4 SI RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. SI RWY 36 MDA 1240 FT HAT 452 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA FT. VOR RWY 36 AMDT 7 SI MDA 1240 FT HAT 452 ALL CATS.

OHIO

#FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

#FDC 0/683 FI/T /MWO/ HOOK FIELD MUNI MIDDLETOWN OH. NDB RWY 23 AND LOC RWY 23 AMDTS 4 TERMINAL ROUTES LYTLE INT TO MW LOM 268 DEG 9.4 MI 2600 FT. NDB RWY 5 AMDT 10 TERMINAL ROUTE LYTLE INT TO HKF NDB 251 DEG 15 MI 2600 FT.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

#FDC 0/675 FI/P /LNL/ KINGS LAND O LAKES LAND O LAKES WI. NDB RWY 14 AMDT 5 CORRECT US GOVT CHART/AL-5315/ CHANGE NOTICE EFF 15 MAY 80 PROC SHOULD BE NDB RWY 14 AMDT 6. ARPT NAME IS KINGS LAND O LAKES.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

#FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

#FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

#FDC 0/791 FLIGHT RESTRICTION 8 NAUTICAL MILE RADIUS OF THE BOSTON MA. /BOS/ VORTAC. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE UP TO BUT NOT INCLUDING 2500 FEET MEAN SEA LEVEL WITH THE EXCEPTION OF FLIGHT OPERATIONS ARRIVING AND DEPARTING LOGAN INTERNATIONAL BOSTON MA. 24 HOURS DAILY FROM MAY 29 THROUGH JUNE 4, 1980. AIRCRAFT OPERATIONS AUTHORIZED WITHIN THIS AREA SUCH AS NEWS MEDIA/BANNER TOW AIRCRAFT AND OFFICIAL SURVEILLANCE TYPE OPERATIONS SHALL COMPLY WITH THE FOLLOWING.

A. HELICOPTERS WILL FLY CLOCKWISE AT 500 FEET MEAN SEA LEVEL.

B. FIXED WING AIRCRAFT WILL FLY AT 1000 FEET AND/OR 2000 FEET MEAN SEA LEVEL AS ASSIGNED.

C. BANNER TOW AIRCRAFT WILL FLY COUNTER CLOCKWISE AT 1500 FEET MEAN SEA LEVEL.

ALL OTHER FLIGHT OPERATIONS WITHIN THE BOSTON TERMINAL CONTROL AREA OR ELSEWHERE WILL OPERATE IN ACCORDANCE WITH APPLICABLE FARS. BOSTON MA. /BOS/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI, PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1901 FI/T (BOS) LOGAN INTERNATIONAL BOSTON MA. IFR DEPARTURE PROCEDURE RWY 22L/R CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING RIGHT; RWY 33L CLIMB RUNWAY HEADING TO 700 FT BEFORE TURNING LEFT.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 0/85 FI/P BERLIN VOR 345 DEGREE RADIAL V322 FROM BML TO MONTREAL FIR BOUNDARY MEA 6500 FT.

#FDC 0/730 FLIGHT RESTRICTION 2 STATUTE MILE RADIUS OF THE PORTSMOUTH NH /PSM/ VORTAC 205 DEGREE RADIAL AT 11 NAUTICAL MILES OR THE SEABROOK NH NUCLEAR POWER STATION. DESIGNATED RELIEF AIRCRAFT WILL OPERATE SURFACE TO 500 FEET ABOVE GROUND LEVEL. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. CONCORD NH /CON/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES ARE MAY 21 1100Z THRU MAY 28 2300Z.

#FDC 0/741 FLIGHT RESTRICTION 2 STATUTE MILE RADIUS OF THE PORTSMOUTH NH /PSM/ 205 DEGREE RADIAL AT 11 NAUTICAL MILES OF SEABROOK NH NUCLEAR POWER STATION. PURSUANT TO FAR 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. DESIGNATED RELIEF AIRCRAFT WILL OPERATE FROM SURFACE TO 500 FEET ABOVE GROUND LEVEL. SUGGEST CLOCKWISE FLOW OF TRAFFIC. EFFECTIVE 211100 THRU 282300 MAY 1980. CONCORD NH FSS /CON/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 29. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/652 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE JOHN F. KENNEDY VORTAC 112 DEGREE RADIAL AT 12 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 15000 MEAN SEA LEVEL. ISLIP NY. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1600-2000 JULY 5-6.

FDC 8/1714 (JHW) CHAUTAUQUA COUNTY JAMESTOWN NY. AIRPORT CLOSED FAR 139 AIR CARRIER EXCEPT 2 HOURS PRIOR ARRANGEMENT FOR CRASH FIRE RESCUE BTWN HOURS OF 0000-0600 LOCAL DAILY UFN.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 8/1263 FI/P CORRECTION PHILADELPHIA VFR TERMINAL AREA CHART DATED 9/7/78. CHANGE NOTES TO READ: AIRCRAFT REQUESTING LANDINGS ON RUNWAYS 17/35 CONTACT PHILADELPHIA APPROACH CONTROL ON 125.4 OR 281.3.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

#FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2071 FI/T (W78) WILLIAM M. TUCK, SOUTH BOSTON VA. VOR-A AMDT 4 DELETE TERMINAL ROUTE MILTON INT TO SBV VORTAC: CHANGE TERMINAL ROUTE UFFIN INT TO SBV VORTAC: /NOPT/. 072 DEG/24.3 MI ALT 2300 FT.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800-2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

#FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

#FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

#FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS , VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 8/448 FI/T (0R9) HAMMOND MUNI HAMMOND LA. VORTAC-A ORIG CIRCLING WEST OF RUNWAY 18-36 NOT AUTHORIZED FOR CATEGORY D.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/485 FI/T /E80/ ALEXANDER MUNI BELEN NM. VOR/DME-A ORIG PROC NA.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

#FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

#FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

#FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/643 FI/T /CSM/ CLINTON-SHERMAN CLINTON, OK. VOR RWY 35 L AMDT 5 SI MDA 2360 FT/HAT 447 FT ALL CATS. CIRCLING MDA 2400 FT/HAA 478 FT CATS A/B/C. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA 2400 FT/HAA 478 FT CATS A/B/C.

#FDC 0/731 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260 FT/HAT 504 FT ALL CATS.

#FDC 0/744 FI/T /OKC/ WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11

ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/399 FI/T/CRP/CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35 AMDT 4 SI-LOC MDA 380 FT/HAT 339 FT ALL CATS. RADAR-1 AMDT 7 ASR RWY 35 MDA 440 FT/HAT 399 FT ALL CATS.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

#FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 8/421 FI/T EFFECTIVE IMMEDIATELY AIRWAY V198 BETWEEN LAPOR INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. STANDARD TERMINAL ARRIVAL ROUTE SMITH TWO ARRIVAL HOUSTON TX BETWEEN ZAVEL INT TX AND SMITH INT TX UNUSABLE BELOW 4000 FEET. SMITH INT TX MINIMUM RECEPTION ALTITUDE 4000 FEET. DICIN INT TX UNUSABLE.

FDC 9/2142 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. ILS RWY 12R AMDT 7 SI LOC MDA 1360/HAT 551 ALL CATS VIS 2400 CAT A/B 5000 CAT C 6000 CAT D. CIRCLING MDA 1360 /HAA 551 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

FDC 0/579 FI/T /12J/ BREWTON MUNI BREWTON AL. VOR RWY 30 AMDT 4 ADD PROC DATA NOTE DME REQUIRED.

FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/322 FI/T (BKV) HERNANDO COUNTY, BROOKSVILLE, FL. NDB RWY 9 AMDT 1 MSA FROM BKV NDB. 210-300, 2600; 300-210, 1700.

FDC 0/546 FI/T /X07/ LAKE WALES MUNI LAKE WALES FL. VOR/DME-B ORIG NA FROM 2300 LOCAL UNTIL DAWN DAILY.

FDC 0/601 FI/P /TPA/ TAMPA INTL, TAMPA, FL. ILS RWY 36L AMDT 9 DISTANCE TO THRESHOLD FROM INNER MARKER 830 FT., 150 HAT 1874 FT 100 HAT 833 FT AND GLIDE SLOPE ANTENNA 1249 FT. PROCEDURAL DATA NOTES CHANGE CAT II SI ILS RWY 36L RADIO ALTIMETER TO 161 FOR HAT 150 AND RADIO ALTIMETER 104 FOR HAT 100. THIS IS ILS RWY 36L AMDT 10.

FDC 0/615 FI/T /MCO/ ORLANDO INTERNATIONAL FL. ILS RWY 18R ORIG, ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1, VOR RWY 18R AMDT 1, VOR/DME RWY 18L ORIG VOR/DME RWY 18R ORIG, VOR/ DME RWY 36L AMDT 2, VOR/DME RWY 36R AMDT 7, RADAR 1 AMDT 1, INCREASE CATS A,B,C CIRCLING MDA TO 600.

#FDC 0/662 FI/T /DAB/ DAYTON BEACH REGIONAL DAYTONA BEACH FL. NDB RWY 6L AMDT 17 ILS RWY 6L AMDT 21 MINIMUM SAFE ALT FROM DA LOM 270-180 DEG 1500 FT 180-270 DEG 2800 FT. LOC BC RWY 24R AMDT 8 VOR RWY 16 AMDT 13 VOR RWY 34 ORIG MINIMUM SAFE ALT FROM OMN VORTAC 270-180 DEG 1500 FT 180-270 DEG 2800 FT.

#FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

#FDC 0/664 FI/T/ORL/HERNDON ORLANDO FL. NDB RWY 7 AMDT 10 ILS RWY 7 AMDT 14 MINIMUM SAFE ALT 25 MI. OR LOM 2800 FT. LOC BC RWY 25 AMDT 12 VOR RWY 13 AMDT 10 VOR RWY 31 AMDT

10 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

#FDC 0/665 FI/T/MCO/ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36R AMDT 2 VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR/DME RWY 18L AMDT ORIG VOR/DME RWY 18R AMDT ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

#FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

#FDC 0/669 FI/T/DED/DELAND MUNI-SIDNEY H. TAYLOR FIELD DELAND FL. NDB RWY 30 AMDT ORIG MINIMUM SAFE ALT 25 MI. DED NDB 2800 FT. VOR RWY 23 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT. TKOF MINIMUMS RWYS 5/8/12/18/23/26/30/36 STANDARD. IFR DEPARTURE PROCEDURES RWY 5/8/12/26/30/36 AIRCRAFT PROCEEDING ON A COURSE BETWEEN 120 DEG CLOCKWISE TO 260 DEG FLY RWY HEADING TO 1800 FT. RWY 18 AIRCRAFT PROCEEDING ON A COURSE BETWEEN 120 DEG CLOCKWISE TO 260 DEG FLY HEADING 120 DEG TO 1800 FT. RWY 23 AIRCRAFT PROCEEDING ON A COURSE BETWEEN 120 DEG CLOCKWISE TO 260 DEG FLY HEADING 260 DED TO 1800 FT.

#FDC 0/742 FI/T /SFB/ SANFORD SANFORD FL. NDB RWY 9 AMDT 7 MINIMUM SAFE ALT 25 MI SFB NDB 2800 FT. TKOF MINIMUMS ...RWYS 9/18/27/36 STANDARD. IFR DEPARTURE PROCEDURE...RWY 36 PROCEEDING ON A COURSE BETWEEN 270 DEG CLOCKWISE TO 045 DEG. FLY HEADING 045 DEG UNTIL 1800 FT.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200-1.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 0/418 FI/T (4A4) CORNELIUS-MOORE FIEL CEDERTOWN GA. VOR-A AMDT 9 RNAV RWY 28 ORIG AND RNAV RWY 10. ORIG PROCEDURES NOT AUTHORIZED AT NIGHT.

FDC 0/598 FI/P /4A4/ CORNELIUS-MOORE FIEL CEDARTOWN GA. RNAV RWY 28 ORIG CORRECT U S GOVT CHART /AL-5501/ SOUTHEAST VOL 2 EFFECTIVE 17 APR 1980 BY CHANGING COORDINATES OF GUSSY WP TO LAT 33-59-56.9N LONG 084-58-52.7W.

FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

#FDC 0/676 FI/P /CSG/ COLUMBUS METROPOLITAN COLUMBUS GA. LOC BC RWY 23 AMDT 9 CORRECT US GOVT CHART/AL-636/CHANGE NOTICE EFF 15 MAY 80 CAT C CIRCLING MDA 940 FT/HAA 543 FT.

#FDC 0/750 FI/T /PDK/ DEKALB PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VISIBILITY CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA 1600 FT HAA 598 FT ALL CATS. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VISIBILITY CAT C 1 1/2 MI . CIRCLING MDA 1600 FT. HAA 598 FT ALL CATS. RNAV RWY 20L AMDT 8 SI MDA 1560 FT HAT 569 FT ALL CATS. VISIBILITY CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA 1600 FT HAA 598 FT ALL CATRS. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS. SI AND CIRCLING VISIBILITY CAT C 2 MI CAT D 2 1/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VISIBILITY CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA 1600 FT HAA 598 FT ALL CATS.

#FDC 0/762 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE AUGUSTA GA. VORTAC 137 DEGREE RADIAL AT 29 NAUTICAL MILE. PURSUANT TO FEDERAL REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 MEAN SEA LEVEL. SAVANNAH GA /SAV/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/422 FI/T (0I6) TAYLOR COUNTY, CAMPBELLSVILLE, KY. VOR/DME-A ORIG NIGHT MINIMUMS NA.

#FDC 0/678 FI/P /BRY/ SAMUELS FIELD BARDSTOWN KY. NDB-A AMDT 1 CORRECT US GOVT CHART/AL-5539/CHANGE NOTICE EFF 15 MAY 80 DELETE TERM RTE BROUGH INT TO BRY NDB.

#FDC 0/706 FI/P /SDF/ STANDIFORD FIELD LOUISVILLE KY. CORRECT US GOVT CHART /AL-239/ CHANGE NOTICE EFF 15 MAY 1980 ILS RWY 19 AMDT 1 PROFILE INBOUND COURSE FOR PROC TURN SHOULD BE 192 DEG. ILS RWY 29 AMDT 12 PROFILE OUTBOUND COURSE FOR PROC TURN SHOULD BE 112 DEG.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/488 FI/T /NC14/ SHILOH, REIDSVILLE, NC. RNAV RWY 31 ORIG SI RWY 31 MDA 1300/HAT 632 ALL CATS. VIS CAT C 1 3/4 MILES.

#FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

#FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

#FDC 0/751 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 13 AMDT 2 AND VOR RWY 5 AMDT 2 TERMINAL RTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT 090-270 DEG 3200 FT LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM RSY NDB 270-090 DEG 1900 FT 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/471 FI/T (GSP) GREENVILLE-SPARTANBURG GREER, SOUTH CAROLINA. LOC RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000. RNAV RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000.

FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG, GREER, SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

#FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

#FDC 0/737 FI/P /DLC/ DILLON COUNTY DILLON SC. CORRECT US GOVT CHART AL-5887 SE VOL 2 EFF 17 APR 1980. NDB RWY 6 AMDT 1 HOLDING AT DLC NDB HOLD SW LT 057 INBOUND.

#FDC 0/781 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE GRAND STRAND SC. /CRE/ VORTAC 120 DEGREE RADIAL AT 051 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 MEAN SEA LEVEL. STRAND SC. /CRE/ IS COORDINATING FLIGHT SERVICE STATION.

TENNESSEE

FDC 0/430 FI/T /MQY/ SMYRNA, SMYRNA TN. NDB 32 AMDT 3, SI RWY 32 VIS CAT A AND B 1 MILE CAT C 1 1/2 MILES, CAT D 1 1/2 MILES. VOR/DME RWY 32 AMDT 7 SI RWY 32 VIS CATS A AND B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES.

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

#FDC 0/752 FI/T /BNA/ NASHVILLE METROPOLITAN NASHVILLE TN. ILS RWY 20R ORIG SI ILS RWY 20R MINS NA.

#FDC 0/758 FI/T /GCY/ GREENEVILLE MUNI GREENEVILLE TN. NDB RWY 5 AMDT 2 LOCAL ALSTG NA.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILCT COUPLED APPRCACHES NA.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/189 FI/P MEA ON V8/21 BETWEEN RAVON INT CA. TO GAREY CA. DME FIX 10500 NE-BOUND AND 8000 SW-BOUND. MEA BETEEEN GAREY CA. DME FIX TO ARRAN INT CA. 10500. GAREY DME FIX LOCATED AT PDZ 030/21.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/580 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 5 VOR RWY 12 AMDT 10 CIRCLING MDA 820 FT CAT A.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

#FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (051) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

#FDC 0/694 FI/T /CAG/ CRAIG-MOFFAT CRAIG CO. VOR RWY 25 ORIGINAL VOR/DME RWY 7 ORIGINAL USE HAYDEN CO. ALTIMETER SETTING INCREASE ALL MDA 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER SETTING NOT AVAILABLE.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

#FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

UTAH

#FDC 0/763 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG. FOR TACAN MILITARY EQUIPPED ACFT ADD THE FOLLOWING: CAT E CIRCLING MDA 5760 FT VIS 3 MILES HAA 1520 FT. CHANGE R-067/5 DME FIX TO R-067/10 DME BVL VORTAC. ALTERNATE MINS CAT E 1600-3. 15 NM PROCEDURE TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH INSTRUCTIONS: TACAN-ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NE, LEFT TURNS 247 DEG INBOUND 5 NM LEGS.

FDC 9/1040 FI/T (PVU) PROVO MUNI ARPT. PROVO UTAH VOR-A AMDT 3 AND VOR/DME RWY 13 ORIG. MSA FROM PVU VOR 000-360 12900 FT.

FDC 9/2100 FI/T (PVU) PROVO MUNI PROVO UT. VOR/DME RWY 13 ORIG AND VOR-A AMDT 3 STANDARD ALTERNATE MINIMA AUTHORIZED 0700-2200 LOCAL.

NORTH CENTRAL

IOWA

#FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/985 FI/T (AMW) AMES MUNI AMES IA. EFFECTIVE 1200Z TO 2300Z MONDAY THRU FRIDAY. VOR RWY 31 AMDT 3 ALL SI AND CIRCLING MDA/S 1600 FT/HAT/HAA 671 FT. CAT C VIS 2 MILES. RNAV RWY 31 ORIG ALL SI AND CIRCLING MDA/S 1600 FT HAT/HAA 671 FT. CAT C VIS 2 MILES CAT D VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/522 FI/T /GLD/ RENNER FIELD/GOODLAND MUNI/ GOODLAND KS. NDB RWY 30 AMDT 1 LOC RWY 30 AMDT 1 VOR RWY 30 AMDT 2 VOR/DME RWY 30 ORIG RNAV RWY 12 AMDT 2. ADD PROC DATA NOTE WHEN CONTROL ZONE NOT IN EFFECT ALTERNATE MINS NA.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

#FDC 0/710 FI/T FOLLOWING AIRWAYS NOT AUTH EFFECTIVE MAY 19 0400Z-1100Z UFN. V4 HLC VORTAC TO SLN VORTAC V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC MINIMUM ENROUTE ALTITUDE OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/ V132 STEAL INT TO HUT VORTAC 4500. V4N/V261 CHARI INT TO MHK VOR. 5000. V132 FLOSS INT TO CASSO INT 5000. V77 WATCH INT TO FLOSS INT 5000...V77/V280 HEYDEN INT TO TOP VORTAC 4500.

#FDC 0/712 FI/T /EMP/ EMPORIA MUNI/ EMPORIA KS. VOR-A AMDT 9 ALTN MINIMUMS NA FROM 0400Z TO 1100Z.

#FDC 0/713 FI/T /SLN/ SALINA MUNI/ SALINA KS. NDB RWY 35 AMDT 10 ILS RWY 35 AMDT 12 VOR RWY 17 /TAC/ AMDT 12 RNAV RWY 17 AMDT 5 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES. 1. USE CONCORDIA/KS ALSTG. 2. INCREASE ALL MDA 200 FT. 3. ALTN MINIMUMS NA.

#FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

#FDC 0/787 FI/T /MHK/ MANHATTAN MUNI, MANHATTAN, KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 11 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA, KS ALSTG BUT APLY SALINA KS. ALSTG MINIMA 2. ALTN MINIMUMS NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC BWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

FDC 0/584 FI/T /STP/ ST PAUL DOWNTOWN HOLMAN FLD ST PAUL, MN. MLS RWY 30 /INTERIM/ AMDT 3 SI LOC RWY 30 AND CIRCLING MINIMA ONLY.

#FDC 0/677 FI/P /55Y/ RUSHFORD MUNI RUSHFORD MN. VOR/DME-B ORIG CORRECT US GOVT CHART/AL-6563/CHANGE NOTICE EFF 15 MAY 80 PROC SHOULD BE LABELED AS VOR/DME-A ORIG.

#FDC 0/691 FI/P /RST/ ROCHESTER MUNI ROCHESTER MN. ILS RWY 31 AMDT 14 CORRECT US GOVT CHART/AL-5041/US NORTH CENTRAL VOR-1 CIRCLING CAT D MDA SHOULD READ 1880 FT.

#FDC 0/700 FI/P /D42/ SPRINGFIELD MUNI SPRINGFIELD MN. VOR/DME RWY 13 AMDT 1 ADD PROC DATA NOTE ACTIVATE MIRLS AND VASI RWY 13-31 - 122.8. THIS IS VOR/DME RWY 13 AMDT 2.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/550 FI/P /M62/ COUNTY MEMORIAL NEW MADRID MO. NDB RWY 18 ORIG. MISSED APPROACH: CLIMBING RIGHT TURN TO 2100 FT IN EIW NDB HOLDING PATTERN. THIS IS AMDT 1.

FDC 0/578 FI/P /SUS/ SPIRIT OF ST. LOUIS ST. LOUIS MO. RNAV RWY 25 ORIG CORRECT US GOVT CHART/AL-5400/ NORTH CENTRAL VOL 2 EFFECTIVE 17 APR 1980. CHANGE COORDINATES OF FAF 4.0 ATD FROM MAW/P LAT 384031.9N LONG 0903305.6W.

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

#FDC 0/681 FI/P /TBN/ FORNEY AAF FORT LEONARD WOOD MO. LOC RWY 14 AMDT 2. CORRECT US GOVT CHART/AL-5093/BY CHANGING INT NAME LAROS TO LARCS. LARCS INT DESCRIBED AS VIH VORTAC R-248/ 27 AND TBN VOR R-336.

#FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC 220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/512 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD. LOC/DME BC RWY 17 AMDT 2. PROC TURN ALT 4500 FT. TERMINAL ROUTES: ATY VORTAC TO STROY/ ATY 2.4 DME 4500 FT; LOM TO STROY/

ATY 2.4 DME 4500 FT; 8 DME ARC FROM ATY R-229 CLOCKWISE TO I-ATY LOC 4500 FT; 8 DME ARC FROM ATY R-100 COUNTERCLOCKWISE TO I-ATY LOC 4500 FT. MISSED APPROACH ALT CLIMB TO 4500 FT.

NORTHWEST

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

#FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

#FDC 0/739 ALL AIRMAN ARE ADVISED THAT FLIGHT ENCOUNTERS WITH VOLCANIC ASH FROM MOUNT ST HELENS ERUPTION MAY RESULT IN SERIOUS DAMAGE TO ENGINES AND AIRFRAMES. AN AIR CARRIER OPERATING A DC-9/30 IN WESTERN UNITED STATES AT FLIGHT LEVEL 310 ENCOUNTERED VOLCANIC ASH FROM MOUNT ST HELENS. TOTAL TIME IN THE CONTAMINATED AREA WAS 4 MINUTES. PRELIMINARY INVESTIGATION REVEALED THE FOLLOWING DAMAGE.

1. ALL THREE WIND SCREENS CHANGE DUE DAMAGE BY PITTING.
2. BOTH SLIDING WINDOWS CHANGE DUE TO HEAVY PITTING.
3. LEADING EDGES ALL DEEP BLASTED. NO REPAIR NEEDED OTHER THAN FOR LIGHT ASSEMBLIES.
4. ENGINES. SOME ABRASIONS TO COMPRESSOR BLADES. WATER WASHING AND CHANGED OIL AS A PRECAUTION.
5. AIR CONDITIONING SYSTEM. HEAVY BURNT ASH ODOR NOTICED BY CREW. CHANGED ALL FILTER SOCKS IN THE SYSTEM.

CONDITION OF OTHER AIRCRAFT SYSTEMS UNKNOWN AT THIS TIME. PREVAILING WINDS ARE CARRYING THE ASH FORMATION IN AN EAST SOUTHEAST DIRECTION FROM MOUNT ST HELENS AT ALTITUDES UP TO 60000 FEET. IT IS ESTIMATED THAT THE CONTAMINATED AREA WILL EXTEND AS FAR SOUTH AS DALLAS TEXAS AND AS FAR EAST AS KANSAS CITY MISSOURI BY 1200Z MAY 20. THE MOVEMENT SHOULD CONTINUE TO THE EAST COAST BY 2200Z MAY 20 AND NORTHEAST TO NEWFOUNDLAND BY 1600Z MAY 21. VOLCANIC ASH WHICH COULD AFFECT BRAKING ACTION IS SETTLING ON RUNWAYS IN CENTRAL AND EASTERN WASHINGTON IDAHO WYOMING AND MONTANA AND COULD SPREAD SOUTHEASTWARD. DEPENDING ON THE CONCENTRATION AND SIZE OF THE DUST PARTICLES THE FOLLOWING GENERAL DIFFICULTIES MAY BE EXPERIENCED WITH ENGINES. CONTAMINATION OF THE ENGINE OIL SYSTEM LEADING TO BLOCKAGE OF OIL SYSTEM PASSAGES OIL SEAL EROSION FILTER BLOCKAGE AND OR BYPASS OR FAILURE OF PUMPING ELEMENTS AND POTENTIAL FOR INTERNAL SUMP FIRES. THERE IS A POSSIBILITY OF MULTIPLE ENGINE FAILURE. CONTAMINATION OF TURBINE COOLING AIR SYSTEMS LEADING BLOCKAGE OF COOLING AIR PASSAGES AND ORFICES IN FILM COOLED NOZZLE GUIDE VANES AND BLADES. OTHER PROBLEMS POSSIBLE INCLUDE CONTAMINATION OF PRESSURIZATION/AIR CONDITIONING SYSTEMS AND IMPACT ON PITOT STATIC SYSTEM. REPORTS OF ENCOUNTERS HAVE EXTENDED FROM THE SURFACE TO 60000 FEET. DAMAGE MAY ALSO BE ENCOUNTERED DURING SURFACE OPERATIONS AND TAKEOFF FROM AIRPORTS COATED WITH SETTLEMENT OF VOLCANIC ASH. PILOTS SHOULD AVOID FLIGHT OPERATIONS IN AREAS WHERE SUCH CONDITIONS EXIST OR WHERE THEY ARE FORCAST TO EXIST.

#FDC 0/754 NOTICE TO AIRMEN. THIS SUPPLEMENTS FDC NOTAM 0/739 DATED 5/19 SUBJECT HAZARDS ASSOCIATED WITH OPERATING IN AREAS WHERE VOLCANIC ASH IS ENCOUNTERED. THE CLOUD OF VOLCANIC ASH IS BEING TRACKED AND ITS MOVEMENT IS BEING REPORTED BY NWS. THE CLOUD IS EXPECTED TO ARRIVE OVER THE EAST COAST LATE TUESDAY EVENING. OPERATIONS SHOULD NOT BE CONDUCTED ON AIRCRAFT SURFACE AREAS WHICH CONTAIN VOLCANIC ASH OR INFLIGHT IN AREAS WHERE VOLCANIC ASH IS REPORTED OR FORECAST. AIRCRAFT WHICH HAVE BEEN OPERATED OR STORED IN AREAS OF VOLCANIC ASH ARE SUBJECT TO SERIOUS AIRWORTHINESS DEFECTS DUE TO THE COROSIVE AND ABRASIVE NATURE OF THE ASH. AIRCRAFT EXPOSED TO VOLCANIC ASH WILL REQUIRE SPECIAL MAINTENANCE ATTENTION TO REGARD TO CLEANING AND DECONTAMINATION SUCH ACTION SHOULD INCLUDE AS A MINIMUM CONSIDERATION OF OIL AND FILTER CHANGE.

#FDC 0/779 TEMPORARY FLIGHT RESTRICTION
1. TEMPORARY FLIGHT RESTRICTION AREA ESTABLISHED AS FOLLOWS:
(A) 3 STATUTE MILE RADIUS OF THE CREST OF MOUNT ST. HELENS/ PORTLAND OREGON /PDX/ 012 RADIAL AT 32 NAUTICAL MILES SURFACE TO **FL600. (B) 20 STATUTE MILE RADIUS OF MOUNT ST. HELENS SURFACE TO FL210. (C) ADDITIONAL FLIGHT RESTRICTIONS IN EFFECT** 5000 MSL **AND BELOW EXTENDING WEST FROM A POINT 20 STATUTE MILES SOUTH OF MOUNT ST. HELENS TO THE TOWN OF WOODLAND WA THEN NORTH TO THE TOWN OF TOLEDO WA THEN EAST TO A POINT A 20 STATUTE MILES NORTH OF MOUNT ST. HELENS. PROVISIONS**

OF FAR 91.91 APPLY. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING PROPERLY ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR /PDX/ SEATTLE WA /SEA/ OR TOLEDO WA /TDO/ FLIGHT SERVICE STATIONS. 2. PORTLAND OR /PDX/ SEATTLE WA /SEA/ AND TOLEDO WA /TDO/ ARE COORDINATING FLIGHT SERVICE STATIONS. 3. SEARCH AND RESCUE OPERATIONS IN PROGRESS IN TEH AREAS OF FLIGHT RESTRICTIONS AT VARYING ALTITUDES. PILOTS WILL BE ADVISED OF THESE ALTITUDES BY THE COORDINATING FLIGHT SERVICE STATION WHEN THE FLIGHT PLAN IS FILES. AUTHORIZATION FOR AIRCRAFT ON OFFICIAL BUSINESS OR NEWS MEDIAL AIRCRAFT TO ENTER THIS PORTION OF THE AREA OF FLIGHT RESTRICTIONS MAY ONLY BE OBTAINED FROM THE MILITARY RESCUE COORDINATION CENTER LOCATED AT TOLEDO WA. /TDO/ ON FREQUENCIES 118.6 OR 251.1. 4. COORDINATION FOR AIRCRAFT ON OFFICIAL BUSINESS OR NEWS MEDIA AIRCRAFT TO ENTER THE 20 STATUTE MILE AREA OF FLIGHT RESTRICTION ABOVE ALTITUDES BEING USED BY RESCUE AIRCRAFT WILL BE ISSUED BY SEATTLE ARTCC ON THE FREQUENCY ASSIGNED BY THE COORDINATING FLIGHT SERVICE STATION WHEN THE FLIGHT PLAN IS FILED . EXPECT DELAYS IN ENTERING THE AREA.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

WASHINGTON

#FDC 0/793 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8. PROC NOT AUTHORIZED.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

WYOMING

#FDC 0/756 FI/T /RWL/ RAWLINS MUNICIPAL RAWLINS WY. VOR/DME RWY 22 ORIG NA.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

#FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA R06 FT.

#FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

#FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARB TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

#FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/430 CORRECT WORLD AERONAUTICAL CHART CD-11 9TH EDITION, APRIL 19, 1979 BY RAISING MEF FOR AREA BOUNDED BY 6100N, 16000W, 6200N AND 15800W FROM 4000 TO 4400.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH

VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC **0/520 FLIGHT RESTRICTION OVER THE EASTERN HALF OF LAKE PONTCHARTRAIN** EAST OF CAUSEWAY BRIDGE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE MEAN SEA LEVEL. NEW ORLEANS /NEW/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIME APRIL 19 1980 17001900Z.

FDC **0/616** PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

#FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

#FDC 0/720 OMEGA STATION C HAWAII WILL BE OFF AIR INTERMITTENTLY FOR ANNUAL MAINTENANCE FROM 2-15 JUNE 1980.

Expanded Testing of the Computer Generated Voice Response System (VRS) For Dissemination of Limited Weather Products

On or about November 18, 1979, the ongoing Computer Generated Voice Response System (VRS) Public Demonstration being conducted by the FAA in Washington, DC, will be expanded to include the Columbus, Ohio, FSS area. This new testing is intended to provide the FAA with additional data on VRS utilization and an opportunity to determine the effect on FSS operations. Pilots contacting Columbus FSS specialists will be asked at that time if they utilized the VRS to obtain early flight planning information. Limited access is planned to remain available in Washington, DC.

The VRS is unique in that it disseminates weather data via computer controlled voice. System operation and available weather products are identical for both areas. Brochures mailed by the FAA to more than 4,500 pilots in the Columbus area contain local access phone numbers and detailed operating instructions. Additional brochures will be available at FBO's throughout that area.

System Description

The system provides 3 preflight weather products: hourly surface observations, terminal forecasts and forecasts winds aloft. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Selected information will be checked against predescribed criteria to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE^{R} type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347–3222
Columbus, Ohio area:

Columbus	(614) 461–1659
Lancaster	(614) 654–5457
Marion	(614) 382–1777
Mansfield	(419) 525–2955
Newark	(614) 345–1493

NOTE: At press time the above listed Columbus, Ohio area numbers were correct; however, pilots experiencing difficulty accessing the above numbers should contact the Columbus FSS to confirm validity.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S— reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S— "Do you want more information, answer yes or no?"
P— Y; # #
S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

VORTEX ADVISORY SYSTEM (VAS)

NOTICE

The FAA has postponed the commissioning of the Vortex Advisory System at Chicago's O'Hare Airport. A re-examination of the program is underway and a program decision is expected in February.

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Operation of the Vortex Advisory System (VAS) is planned to commence at Chicago O'Hare Airport on or about January 1, 1980.

The VAS will provide air traffic controllers with information that ambient wind conditions are such that aircraft generated wake vortices are blown out of or have deteriorated in the runway approach corridor. When those conditions exist, controllers may then reduce interarrival separations of heavy and large aircraft conducting ILS approaches to a minimum of 3 nautical miles resulting in increased airport capacity, reduced delays, and fuel economy. The VAS is based on two basic principles:

(1) Meteorological conditions exist a large percentage of the time which cause vortices to move off the flight path or decay rapidly in the approach corridor so as not to present a hazard to aircraft following on the same flight path.

(2) The duration, intensity, and movement of vortices can be reliably predicted if adequate knowledge of the existing meteorological conditions and the generating aircraft's characteristics are known.

Extensive research into the wake vortex phenomenon; i.e., vortex formation, structure, and behavior, has led to the development of VAS. The VAS measures wind direction and magnitude in the approach zone and compares it with a wind rose criterion (VAS algorithm) relative to the runway heading. The system then displays the arrival separation requirements to the controller. The display mechanism is a simple light display: RED to indicate conditions requiring normal wake turbulence separation; i.e., 4, 5, or 6 nm; GREEN to indicate use of 3 nm as a minimum wake turbulence separation.

Specific information concerning air traffic procedures and pilot requirements will be published in Notices to Airmen at a later date.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

READING, PENNSYLVANIA AIR SHOW

SPECIAL TRAFFIC PROCEDURES FOR AIRCRAFT MAINTENANCE AND OPERATIONS MEETING

JUNE 9–14, 1980 AT READING MUNICIPAL
GENERAL CARL A. SPAATZ FIELD, READING, PENNSYLVANIA

Due to the large volume of air traffic expected in the Reading area on June 9–14, the Federal Aviation Administration has established the following special procedures to maintain the safe, orderly flow of air traffic at Reading Municipal Gen. Carl A. Spaatz Field. Pilots are asked to cooperate by following these special procedures when arriving and departing.

GENERAL INFORMATION

Automatic Terminal Information Service (ATIS). Pertinent arrival departure information will be broadcast continuously on ATIS frequency, 127.1 MHz. All pilots are asked to listen to this broadcast before calling Reading Arrival Control or Ground Control. Harrisburg will broadcast arrival information at Reading on Harrisburg ATIS 134.95 MHz. HAR VOR 112.5 MHz and ABE VOR 117.5 MHZ.

High Density Traffic. All types of aircraft, including jets and helicopters, will be operating in the area.

RDG Airport Closings (Subject to Change–Check FAA NOTAMS)

Monday, June 9th —	U.S. Air Force Thunderbirds Arrival, ETA 1200 EDT. Airport will be closed for one hour after their arrival.
Tuesday, June 10th —	Fly By Demonstrations–Airport closed 1500 EDT to 1645 EDT.
Weds., June 11th —	Fly By Demonstrations–Airport closed 1500 EDT to 1645 EDT. Air Show–1720 EDT to 1920 EDT
Thurs., June 12th —	Fly By Demonstrations–Airport closed 1500 EDT to 1645 EDT. Air Show–1720 EDT to 1920 EDT.
Friday, June 13th —	Fly By Demonstrations–Airport closed 1400 EDT to 1545 EDT. Air Show–1620 EDT to 1820 EDT.

1. Temporary FSS at Reading Municipal Airport. Harrisburg FSS will again operate a temporary facility on site. This year, it will be located in a low, square building connecting two longer buildings (#506 and #507). Building #507 is this year's site of "Pilots Registration" for the airshow. These are all on the south side of the terminal parking lot.

Hours of Operation:

Monday, June 9th	Call Harrisburg FSS
Tuesday, June 10th to Friday, June 13th	8 a.m. –9 p.m.
Saturday, June 14th	8 a.m. –4 p.m.

2. Scheduled Pilot Weather Briefings (PWB) At this temporary FSS, we have established sectorized Briefing positions identified as NORTH, SOUTH and WEST, designed to provide scheduled group PWB's by route direction. Each sector will have its own weather data and Specialist.

Pilots may gather at the appropriate sector in the FSS between on-the-hour and 15 minutes-past-the-hour, during which time weather data is being received and prepared for group presentation. *Your Pilot Weather Briefing will begin at 20 minutes past* each hour.

With everyone's cooperation in this new procedure, we will provide our same high quality briefings, but handle a much greater number in a tailored manner.

3. Filing IFR Flight Plans to Depart RDG *All IFR proposals to depart RDG* must be filed only at the temporary FSS or with the parent facility, Harrisburg FSS. You are urged to please file hours in advance of your proposal time, because the *IFR departure reservations will be limited* to the maximum number of aircraft acceptable into the ATC system at that time. Two departure fixes will be used ... one to HAILS intersection (north and eastbound), and one to RAV (west and southbound). All proposals must have one of these fixes as the first point of the route after RDG. Your IFR Flight Plan will be assigned a "departure reservation hour" which you *must obtain at time of filing.*

REMINDER: DO NOT FILE IFR FLIGHT PLANS TO DEPART RDG WITH ANY OTHER FACILITY EXCEPT THE TEMPORARY FSS OR WITH HARRISBURG FSS.
All other facilities have been notified to refer such filing requests to our FSS's.

4. VFR Flight Plans

CANCELLING:

All VFR flight plans inbound to RDG should be cancelled with either the temporary FSS (in person) or with Harrisburg FSS (phone or inflight radio). A less desirable but helpful method is by radio or phone with any other FSS, who will relay the cancellation to us. *When cancelling* with any FSS (including ours), please give these three items:

(1) aircraft ident, (2) departure point, (3) *actual* destination

REMEMBER TO CANCEL
SEARCH & RESCUE OPERATIONS
SHOULD NOT BE WASTED.

FILING and ACTIVATING:

After filing VFR to depart RDG or satellite airports, remember to *activate your VFR Flight Plan* by radio with the first FSS that you can. Be sure to tell them with which facility you had filed, so they know whom to notify activation.

IFR Arrivals. Pilots are asked to file IFR flight plans from departure point to Reading. No airfiles will be accepted because of the volume of traffic. After approach completion, IFR arrivals may be required to enter a VFR holding pattern, depending on the number of arrivals.

IFR Departures. Pilots should file a flight plan well in advance of their proposed departure time.

Runway 36 will be the prime runway for IFR departures (Tower frequency 119.9 MHz). Aircraft filing IFR departure flight plans should at their convenience position themselves in the parking areas close to the approach end of Runway 36. If possible, park in the area bounded by Taxiway A, Runway 36 and the terminal ramp. Prior to engine start, listen to RDG ATIS on 127.1 MHz, then contact clearance delivery on 126.05 MHz, for clearance and/or gate hold procedures. The clearance delivery controller will advise when to start engines and also when to contact Ground Control 121.9 MHz.

VFR ARRIVAL PROCEDURES

(Effective 0700 EDT to 1700 EDT Daily)

Pilots of VFR flights arriving at Reading Municipal Airport call Reading Arrival Control 5 minutes from the VFR arrival fixes. Remain in communication with Arrival Controller until instructed to call Reading Tower. Between 360° and 179°–124.3 MHz, between 180° and 359°–127.85 MHz. As necessary, the Arrival Controller will instruct aircraft to hold in. If you do not have 50 kHz spacing capability, call 124.3 MHz. Report aircraft type, identification and ATIS code word only. As necessary, the Arrival Controller will instruct aircraft to hold in the vicinity of one of the three VFR holding points. Due to traffic volume, the Arrival Controller will be unable to issue traffic information to VFR holding aircraft.

Wind conditions permitting, simultaneous landings will be made on runway 13 and runway 36. The last 1000 feet of runway 13 will be closed for landing. As traffic permits, the Arrival Controller will clear aircraft to enter the traffic pattern and when to contact Reading Tower. The appropriate frequency assignment will be made at this time: 121.0 MHz for runway 13; 119.9 MHz for runway 36. DO NOT enter the Airport Traffic Area until instructed to do so by Arrival Control. This will be done on a first come-first served basis to the extent possible. Please keep your radio call to an absolute minimum; the radio frequencies will be very congested. Right traffic patterns will be in use. Unless instructed otherwise, enter the runway 13 traffic pattern at 90 degrees to downwind leg, southwest of the airport; enter the runway 36 traffic pattern on downwind leg. (PLEASE KEEP THE TRAFFIC PATTERN AS CLOSE TO THE AIRPORT BOUNDARY AS PRACTICABLE AND MAINTAIN SAFE SPACING BEHIND THE AIRCRAFT THEY ARE FOLLOWING.)

VFR DEPARTURE PROCEDURES

Departure information will be broadcast on ATIS 127.1 MHz. During peak departure traffic periods LISTEN on appropriate tower frequency—Runway 31, 121.0; Runway 5, 124.3. DO NOT TRANSMIT. Follow the flow of traffic.

Wind conditions permitting, after air show completion, two departure runways will be used: Runway 31 from the intersection of Runway 5–23 (3800′). Runway 5 from the intersection of Runway 13–31 (2500′). See Attachment 5.

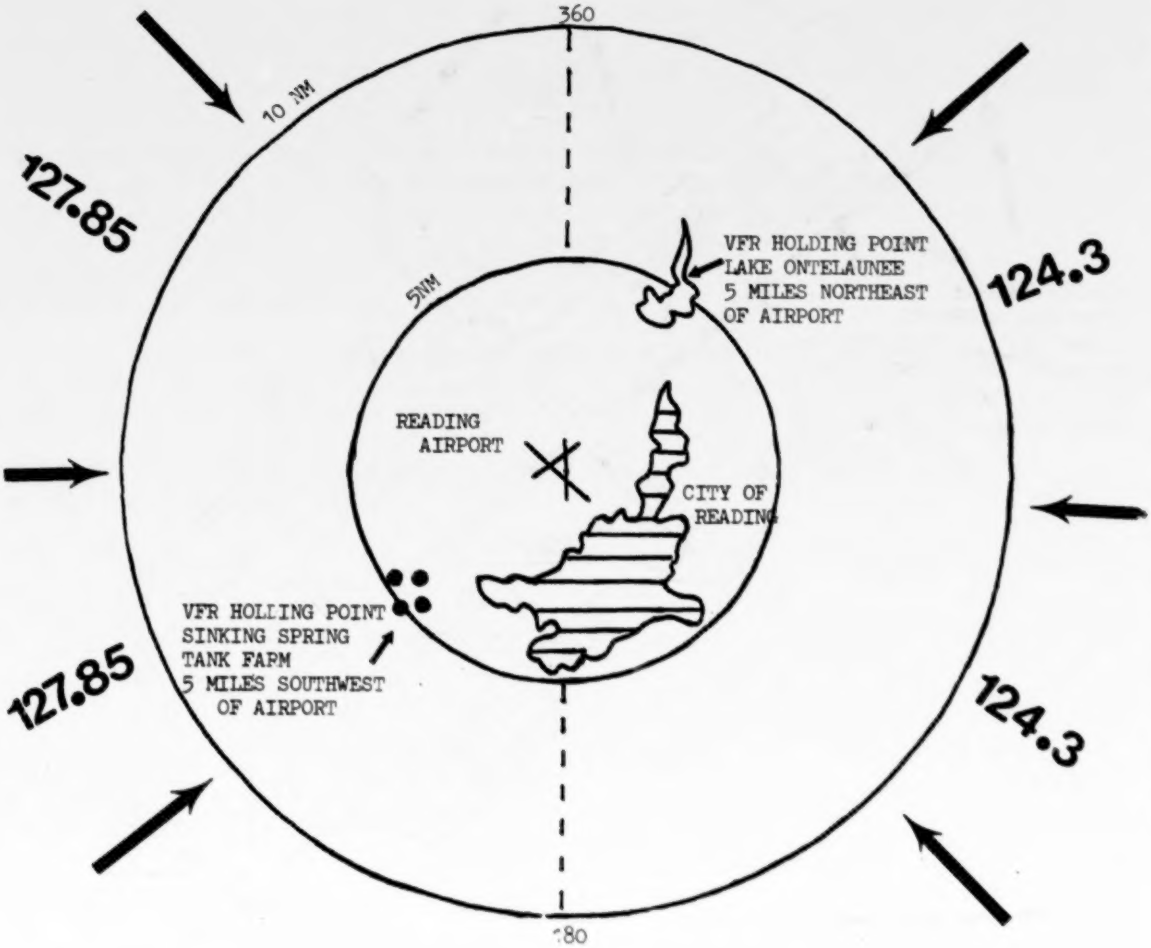
RUNWAY 31 DEPARTURES–LISTEN TO READING TOWER ON 121.0 MHz. ALL R/W 31 DEPARTURES *SHALL TURN LEFT* AFTER DEPARTING.

RUNWAY 5 DEPARTURES–LISTEN TO READING TOWER ON 124.3 MHz. ALL R/W 5 DEPARTURES *SHALL TURN RIGHT* AFTER DEPARTING.

SPECIAL TRAFFIC PROCEDURES FOR AIRCRAFT MAINTENANCE AND OPERATIONS MEETING
JUNE 9-14, 1980 AT READING MUNICIPAL AIRPORT-GENERAL CARL A. SPAATZ FIELD
READING, PENNSYLVANIA

VFR ARRIVAL PROCEDURES

EFFECTIVE 0700 EDT TO 1700 EDT DAILY

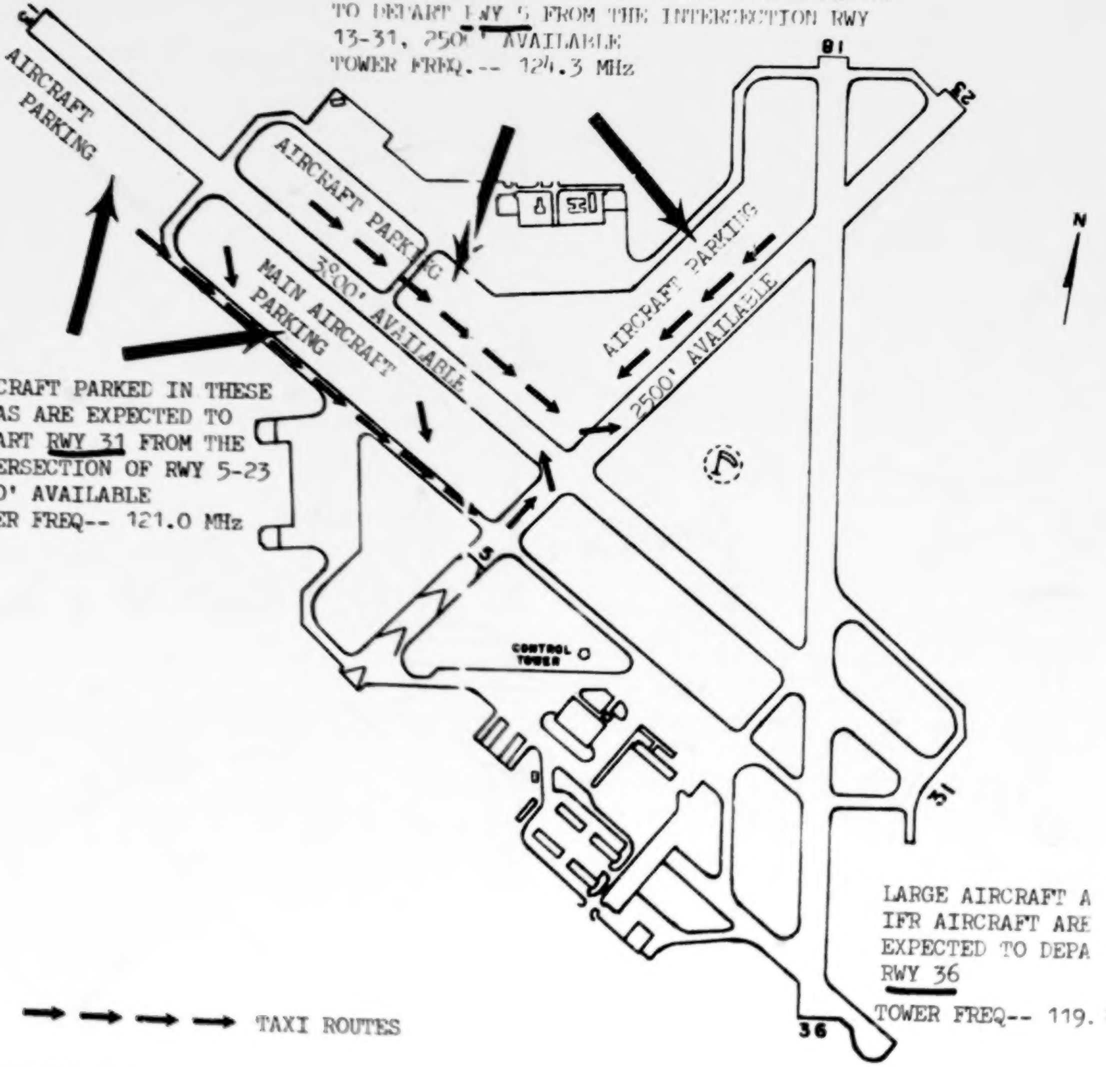

360
10 NM
127.85
VFR HOLDING POINT
LAKE ONTELAUNEE
5 MILES NORTHEAST
OF AIRPORT
124.3
5NM
READING
AIRPORT
CITY OF
READING
VFR HOLDING POINT
SINKING SPRING
TANK FARM
5 MILES SOUTHWEST
OF AIRPORT
127.85
124.3
180

DUE TO TRAFFIC VOLUME, READING TOWER WILL BE UNABLE TO
ISSUE TRAFFIC INFORMATION TO VFR HOLDING AIRCRAFT

RDG TWR LETTER TO AIRMEN NO. 80-03 EFF. 6/9/80

READING MUNICIPAL AIRPORT-GENERAL CARL A. SPAATZ FIELD

VFR DEPARTURE PROCEDURES, WIND PERMITTING, DURING PEAK TRAFFIC AFTER THE AIRSHOW IN THE EVENING.


AIRCRAFT PARKING
AIRCRAFT PARKING
MAIN AIRCRAFT PARKING
3800' AVAILABLE
AIRCRAFT PARKING
2500' AVAILABLE
CONTROL TOWER
N
5
13
18
23
31
36
TAXI ROUTES

AIRCRAFT PARKED IN THESE AREAS ARE EXPECTED TO DEPART RWY 5 FROM THE INTERSECTION RWY 13-31, 2500' AVAILABLE
TOWER FREQ.-- 124.3 MHz

AIRCRAFT PARKED IN THESE AREAS ARE EXPECTED TO DEPART RWY 31 FROM THE INTERSECTION OF RWY 5-23
3800' AVAILABLE
TOWER FREQ-- 121.0 MHz

LARGE AIRCRAFT AND IFR AIRCRAFT ARE EXPECTED TO DEPART RWY 36
TOWER FREQ-- 119.9 MHz

VFR DEPARTURES

SMALL AIRCRAFT --- LISTEN ON 127.1 MHz FOR ATIS, THEN MONITOR THE APPROPRIATE TOWER FREQUENCY. FOLLOW THE FLOW OF TRAFFIC. DO NOT TRANSMIT

LARGE AIRCRAFT -- LISTEN ON 127.1 MHz FOR ATIS, THEN CONTACT GROUND CONTROL ON 121.9 MHz.

RDG TWR LETTER TO AIRMEN NO. 80-03

EFF. 6/9/80

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWFR WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

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Notices to Airmen

June 26, 1980

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July 10, 1980

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See page Special—1, 2

SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
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IFR ROUTES N.Y. METRO COMPLEX
See page Special—5

DENVER STAPLETON EXPANDED METERING
See page Special—6

DAYTONA ANNUAL FIRECRACKER 400 RACE
See page Special—7, 8

DAYTON AIR FAIR 1980
See page Special—9, 10

VOICE RESPONSE SYSTEM
See page Special—11, 12

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

N.Y.

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF JUNE 10, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

SAC GLOBAL SHIELD 80 EXERCISE: The Strategic Air Command (SAC) is planning to conduct a training exercise (GLOBAL SHIELD 80) during selected dates of June 1980 which will result in exceeding normal SAC airspace requirements. Operations will be conducted throughout continental U.S. with all bomber traffic (B-52/FB-111) transitting low level training route IR-122. Aircraft operating in accordance with visual flight rules with the intent to cross IR-122 should be extremely alert for exercise aircraft. Route status information will be available through FAA Flight Service Stations along the route. Exercise aircraft will be utilizing numerous flight levels and operating with 10/12 minutes in trail separation between aircraft with additional time separation between individual units . During the exercise, there will be increased requirement for in-flight refueling. Refueling will be conducted on FAA approved random tracks and/or published refuel tracks within the altitude reservation. GLOBAL SHIELD 80 was planned and coordinated with FAA with the intent to minimize impact on other airspace users and still allow SAC to meet training requirements. However, during some periods, there may be instances where non-participating aircraft will not receive requested flight level/route or may be radar vectored around airspace being used in the exercise. There is also the possibility of limited flow control implementation. Radar vectors, altitude changes, re-routes or flow control will be used only as deemed absolutely necessary. A NOTAM will be issued approximately 48 hours prior to exercise beginning containing more specific exercise information.

ALABAMA

ANNISTON-CALHOUN COUNTY ARPT: Arpt clsd CAB ACR unscheduled opns except PPR. (6/80)

GADSDEN MUNI ARPT: Arpt clsd CAB ACR unscheduled opns except PPR. (6/80)

MOBILE BROOKLEY ARPT: Arpt clsd CAB ACR unscheduled opns except PPR. (6/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

PHOENIX SKY HARBOR INTL ARPT: Rwy 08R-26L East 3175 ft. clsd. (5/80)

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS. (5/78) Rwy 8-26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

CHINO ARPT: Rwy 08-26 clsd until 7/30. (6/80)

MAMMOTH LAKES ARPT: Thr Rwy 09 dsplcd 240 ft. Thr Rwy 27 dsplcd 220 ft. No thr lgts Rwy 09. Mountain 2 miles from AER 09. Avoid school 1/4 mi N AER 09. (6/80)

MONTAGUE SISKIYOU COUNTY ARPT: VOR unusable 306-330 beyond 4 NM all altitudes. (6/80)

SAN BERNADINO TRI-CITY ARPT: Rwy 07-25 and Rwy 16-34 clsd. (5/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80)

SAN FRANCISCO INTL: ILS Rwy 28L OTS until 7/30. (6/80)

YUBA CITY SUTTER ARPT: Unicom freq 122.7. (6/80)

COLORADO

DENVER STAPLETON ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80)

CONNECTICUT

BRIDGEPORT, IGOR I. SIKORSKY MEMORIAL ARPT: Unicom freq. 123.0. (5/80)

NEW HAVEN: VOR OTS until 9/4. (6/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

BROOKSVILLE HERNANDO COUNTY ARPT: PCL CMSN Key 122.8 7 times high/5 times med/ 3 times low intsy 0200-SR daily. (5/80)

MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80)

ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.. (3/80)

PENSACOLA REGIONAL ARPT: VASI rwy 7-25 OTS. (2/80) Mil Operns Tue & Wed 0800-0900 lcl until Dec. 1980 WI 5 NM of NPA/TACAN/062 Deg radial 21 DME (OLF Choctaw) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

SANFORD ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

ST PETERSBURG/CLEARWATER INTL ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

TALLAHASSEE MUNI ARPT: Caution, do not mistake new E/W 8000 ft rwy under construction for existing rwy 9-27. (10/78) RAIL rwy 18 OTS permly. (6/80)

TITUSVILLE-COCOA ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

GEORGIA

ATLANTA DEKALB-PEACHTREE ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

MADISON MUNI ARPT: Unicom freq 122.8. (6/80)

MOULTRIE ARPT: CTLZ hrs 0930-1830 lcl daily beg. 6/6. (5/80)

MOULTRIE SPENCE ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

ROME, RICHARD B. RUSSELL ARPT: Unicom freq. 123.0. (5/80) Arpt clsd CAB ACR opns except PPR. (6/80)

TIFTON HENRY TIFT MYERS ARPT: For VASI & ODALS key 122.8 3 times low/7 times high. After 2100 key 3 times for rwy lgts. (6/80)

VALDOSTA ARPT: NEAW around Rwy 03-21 and Rwy 12-30. (6.80).

IDAHO

FANNING FLD ARPT: ATCT hrs 1300-0100Z daily. (6/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 7/14 - 8/7. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

CHICAGO-O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS 6/1 - 7/31. (5/80)

DANVILLE VERMILLION COUNTY ARPT: ATCT operating hrs 0700-2100 until 10/25 CTLZ 0700-2100 LCL until 10/25. (5/80)

MATOON-CHARLESTON: Ctlz temply suspended until 8/1. (6/80)

LINCOLN ARPT: Abraham NDB OTS until 9/4.

INDIANA

GARY ARPT: CTLZ hrs 0700-2200 lcl. (5/80)

GREENFIELD, POPE FIELD ARPT: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

MADISON: NDB "IMS" OTS until 12/31. (6/80)

MUNCIE, DELAWARE COUNTY-JOHNSON: ILS OTS 6/1 - 6/30. (5/80)

WOLF LAKE ARPT: VOR "OLK" unusbl 168-230 and 340-360 deg byd 15 NM below 3000 ft. ft. (6/80)

IOWA

CHEROKEE MUNI: NDB "CKP" Cmsnd. (6/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

OLATHE JOHNSON COUNTY ARPT: Glide slope OTS until 7/11. (5/80)

HILL CITY: VORTAC HLC unmon/voice OTS 0400-1100 until 11/1. (6/80)

GOODLAND: LOC/LOM unmon & VORTAC unmon/voice OTS 0400-1100 until 11/1. (6/80)

KENTUCKY

CAMBELLSVILLE TAYLOR COUNTY: Rwy lgts Rwy 05-23 OTS until 9/1. (6/80)

COVINGTON/CINCINNATI ARPT: ILS Rwy 18 & Rwy 36 OTS until 12/31. (6/80) Rwy 18-36 clsd until 10/29. (6/80)

SOMERSET: NDS "SME" OTS until 6/30. (6/80)

LOUISIANA

BATON ROUGE RYAN ARPT: Rwy 13-31 clsd until aprxly 9/30. (5/80) ILS Rwy 13 OTS until 9/30. (5/80)

MAINE

BIDDERFORD MUNI ARPT: Thr lights rwy 6-24 OTS UFN. (4/80)

PRESQUE ISLE ARPT: GS operating unrestricted. (5/80) Unicom Freq 122.8 (6/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1-19 cnsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

MARTHA'S VINEYARD ARPT: ATCT oper. hrs 0700-2200 5/22-9/15. (5/80)

MONTAGUE TURNERS FALLS ARPT: Unicom freq. 123.0. (5/80)

NANTUCKET MEM'L ARPT: Rwy 33-4 Box VASI Right Side. (5/80)

NORTHAMPTON LA FLEUR ARPT: (4/80) Rwy lgts OTS UFN (5/80)

WORCESTER ARPT: REILS and VASI Rwy 29 OTS until 7/15. Rwy 02-20 clsd until 6/30. (5/80)

MICHIGAN

BENTON HARBOR ROSSFLD: Arpt clsd unscheduled ACR except PPR. (6/80)

MARQUETTE COUNTY ARPT: CFR not avbl to CAB ACR between 2200-0600 daily until 7/31. (6/80)

MUSKEGON COUNTY ARPT: VASI Rwy 05 comsd. (6/80)

SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 746 ft. 6/16 until 9/30. (5/80) ILS OTS 6/16-9/30. (6/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS. (11/79)

MINNESOTA

BRAINERD: Ctlz hrs 0600-2200 lcl daily. (6/80)

DULTH INTL ARPT: Rwy 03-21 clsd until 9/15. (6/80)

EUELETH-VIRGINIA MUNI ARPT: Rwy 14-32 2500 ft by 100 ft. (5/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS. (10/77)

THIEF RIVER FALLS ARPT: CTLZ 0500-2100 LCL daily. (5/80)

MISSISSIPPI

COLUMBUS/W POINT GOLDEN TRIANGLE ARPT: Unicom Freq 122.8. (6/80)

GULFPORT-BILOXI RGN ARPT: Rwy 04-22 clsd until 8/1. (6/80)

HATTIEBURGH ARPT: Hub City NDB OTS until 7/15 (6/80)

MISSOURI

JEFFERSON CITY MEML ARPT: Thr Rwy 17 no longer dsplcd 500 ft. (5/80)

JOPLIN MUNI ARPT: Rwy 31-4 Box VASI Left Side. (5/80)

KANSAS CITY INTL ARPT: GS OTS 5/196/19. (6/80) LOM unmon. (6/80)

ST. LOUIS SPIRIT OF ST. LOUIS ARPT: ILS back course Rwy 07 unusable beyond 15 NM (5/80)

MONTANA

GREAT FALLS INTL ARPT: ILS OTS 6/16 - 7/18. (5/80)
HELENA ARPT: ILS OTS 7/9 - 7/26. (5/80)
WEST YELLOWSTONE ARPT: ILS OTS 7/21 - 8/5. (5/80) Rwy 01-19 clsd 7/21-8/5. (6/80)

NEBRASKA

FAIRBURY MUNI ARPT: Unicom Freq 122.7 (6/80)
HEBRON MUNI ARPT: Arpt clsd until 11/10. (5/80)
McCOOK: VOR "MCK" OTS 6/18-9/8. (6/80)

TONOPAH ARPT: Arpt clsd nights thru 8/15. Rwy 15-33 clsd and lgts OTS thru 8/15. (6/80)

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

BERLIN MUNI ARPT: Unicom freq. 122.7. (5/80)
KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 OTS. (1/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd.
LAKEWOOD ARPT: Thr Rwy 24 dsplcd 250 ft. (6/80)
MONMOUTH COUNTY ARPT: Rwy 14-32 7000 ft by 58 ft. Thr Rwy 17 dsplcd 1475 ft. (6/80)
BRIDGEPORT ARPT: Thr Rwy 16 dsplcd 300 ft. (6/80)
CALDWELL,ESSEX COUNTY ARPT: Rwy 9-27 clsd. (8/79)
MATAWAN MARLBORO ARPT: Unicom Freq 122.7 (6/80)
MILLTOWN ZIEGFIELD ARPT: Arpt permly clsd. (5/80)
PITTSTOWN SKY MANOR ARPT: Unicom freq 122.8. (6/80)
PRINCETON/ROCK HILL ARPT: Unicom freq 122.8. (6/80)
SMITHVILLE AIRFIELD ARPT: Thr Rwy 20 dsplcd 420 ft. Thr Rwy 02 dsplcd 340 ft nights; 300 ft daylight. (6/80)
SUSSEX ARPT Thr Rwy 21 dsplcd 760 ft. (6/80)
SOMERVILLE SOMERSET ARPT: Unicom freq. 123.0 (5/80 (5/80)
WEST CREEK, EAGLES NEST ARPT: Arpt clsd. (3/75)

NEW MEXICO

FARMINGTON MUNI ARPT: Unicom freq. 122.95. (5/80)
GALLUP SENATOR CLARKE FLD ARPT: Rwy 06-24 clsd 6/1-7/15. 6150 ft by 50 ft parallel taxiway avbl lndgs and tkoffs.
SILVER CITY/GRANT ARPT: CTLZ hrs 0600-2200 lcl until 8/18. (6/80)
TAOS: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80) GS/MM OTS until 11/1. (6/80)
JAMESTOWN CHAUTAUQUA COUNTY ARPT: Unicom freq 122.7. (6/80)
LA GUARDIA ARPT: Arpt clsd fixed wing acft 0001-0700 lcl Mon-Fri 7/8 - 10/15; Excp 9/1 & 9/2 Aprt open 24 hours. (5/80) GS OTS until 10/23. (6/80) RVR Rwy 04 OTS until 7/31. (6/80)
LAKE PLACID ARPT: Arpt clsd nights. (2/80)
LINDEN ARPT: Unicom Freq 123.0. (6/80)
MONTAUK ARPT: Unicom Freq 122.7 (6/80)
NEWBURGH STEWART ARPT: ILS OTS until 8/31. (5/80) Rwy 09-27 clsd until 8/31.
ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80)
SCHENECTADY COUNTY ARPT: Rwy 04-22 North 2000 ft lights OTS. (3/80)
SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)
WATERTOWN ARPT: ARPT clsd unsked acr excp 15 min ppr wday 1000-0200/Sat 1200-2100/Sun 1200-0200/other time 24 hr PPR. (6/80)

NORTH CAROLINA

ALBERMARLE ARPT: Arpt permly clsd. (6/80)
FAYETTEVILLE MUNI/GRANNIS FIELD: Rwy 03/21 7204 ft by 150 ft. (5/80)
Arpt clsd CAB ACR Unscheduled opns except PPR. (6/80)
HICKORY MUNI ARPT: Arpt clsd CAB ACR Unscheduled opns except PPR. (6/80)
KINSTON EASTERN RGNL JETPORT: Arpt clsd CAB ACR unscheduled opns except PPR. (6/80)
MAXTON LAURINBURG-MAXTON ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
NEW BERN SIMMONS NOTT ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
ROANOKE RAPIDS HALIFAX COUNTY ARPT: Unicom freq. 122.8. (5/80)
ROCKY MOUNT-WILSON ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
SALISBURY ARPT: VOR-Non-Federal Facility. (5/80) VOR portion unusable 190-205.
SOUTHERN PINES MOOR COUNTY ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
VALLEY CITY BARNES COUNTY MUNI ARPT: Rwys 05-23, 08-26 and 12-30 clsd. Rwy lgts OTS until 11/1. (6/80)
STATESVILLE ARPT: Rwy 10-21 clsd until 1/81. (6/80)

WILMINGTON NEW HANOVER COUNTY ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
WINSTON SALEM SMITH REYNOLDS ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2-20 clsd nights. (11/78)
JAMESTOWN ARPT: VOR (JMS) OTS 6/1-7/1. (5/80) LOC OTS 6/1-7/1. (5/80)
RUGBY ARPT: NDB OTS until 8/30. (5/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)
CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.
CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)
CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)
CLEVELAND BURKE LAKEFRONT ARPT: VASI cmsnd 6/10. (6/80) Rwy 06L-24R and VASI Rwy 06L OTS UFN. (6/80)
CLEVELAND-HOPKINS INTL: Rwy 10R-28L 3276 ft by 75 ft. (5/80)
COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80) Thr Rwy 31 dsplcd 1059 ft. (5/80)
DAYTON PATTERSON: VOR FFO unreliable 310-010 below 3000 ft. (6/80)
FINDLAY: VOR "MAH" OTS until 7/7. (6/80)
HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)
MIDDLEFIELD GEAUGA COUNTY: Unicom freq 123.0. (6/80)
TOLEDO EXPRESS ARPT: Thr Rwy 07 dsplcd 1690 ft. 6/267/18. Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80)
CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)
FAIRVIEW: NDB "FAU" OTS until 6/30. (6/80)
MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)
SEMINOLE: NDB "SRE" OTS until 6/30. (6/80)
TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

BRADFORD REGIONAL ARPT: Rwy 05-23 Clsd 6/2-7/1.
CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt clsd. (5/78)
PHILADELPHIA INTERNATIONAL ARPT: Crane 180 ft AGL 1400 SSE AER 27L flagged and Lgtd daily, lowered nights until 9/1. (6/80) Rwy 17-35 clsd until 12/31. (6/80)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS. (10/79)
PITTSBURGH GREATER PITTSBURG: Unicom freq 122.95. (6/80)
ST MARYS MUNI ARPT: Arpt clsd 0800-1700 lcl 6/16-6/30. Arpt clsd 7/1-7/11. (6/80)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80)

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

ANDERSON COUNTY ARPT: NDB "AND" cmsnd. (6/80)
BEAUFORT COUNTY ARPT: ARPT Clsd until aprxly 8/15. (5/80)
CHESTER MUNI ARPT: Rwy 17-35 CLSD UFN. (4/80)
GREER GREENVILLE-SPARTANSBURG ARPT: Arpt clsd CAB ACR unscheduled opns except PPR. (6/ 80)
NORTH MYRTLE BEACH ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

SOUTH DAKOTA

WATERTOWN MUNI ARPT: MALSR Rwy 35 OTS 5/6 - 7/3. (5/80) MM Rwy 35 OTS until 7/10. (6/80) LOC BC unusable byd 10 NM below 4500 ft. (6/80)
WINNER, BOB WILEY FLD ARPT: Rwy 13-31 clsd until 7/30. (6/80)

TENNESSEE

CENTERVILLE MUNI ARPT: Construction on Rwy 02-20 until 8/1. VASI Rwy 02 OTS until 8/1. (5/80)
CLARKSVILLE ARPT: CTLZ hrs temporarily suspended. (5/80)
CLARKSVILLE OUTLAW FLD ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS. (8/79)
SELMER, ROBERT SIBLEY ARPT: VASI Rwy 16/34 OTS. (2/80)
SHELBYVILLE BOMAR FLD-SHELBYVILLE MUNI ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
SMYRNA ARPT: Arpt clsd CAB ACR opns except PPR. (6/80)
TULLAHOMA MUNI ARPT: VOR (TUH) monitored 0700-1700 Mon-Fri except holidays. (5/80)

TEXAS

ABILEEN MUNI ARPT: Unicom freq. 122.95 (5/80) Rwy 35L clsd for lndg until 8/30. (6/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
CANADIAN HEMPHILL COUNTY: Rwy 17-35 permly clsd. (6/80)
COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)
DALLAS, ADDISON: Thr Rwy 18 dsplcd 990 ft. (5/80)
EL PASO: VOR "ELP" unusable 290-070 byd 25 NM blo 12000;140-160 all alt;220-225 byd 20 NM all alt;250-255 byd 20 NM all alt. (6/80)
FALFURRIAS BROOKS COUNTY ARPT: NDB OTS until 7/10. (6/80)
FREER MUNI ARPT: Rwy 14-32 clsd until 9/15. (5/80)
HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79)
LAMPASAS ARPT: South 300 ft. Rwy 16-34 clsd until 8/1. (5/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 8-26 OTS excp High Intst. (9/79)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
OLNEY: NDB "ONY" OTS until 6/30. (6/80)
SEYMOUR MUNI ARPT: Rwy 17-35 3600 ft by 50 ft.
SINTON ARPT: Rwy 14-32 4370 ft by 55 ft. (6/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

MOAB CANYONLANDS FIELD ARPT: VOR/DME OTS until 7/1. (5/80) Rwy 15-33 clsd nights. (6/80)
SALT LAKE ARTCC: ARSR/SSR unavbl 13000 - FL290 4815N 11430W 4755N 11430W 11500W (5/80)
SALT LAKE CITY INTL ARPT: MALSR Rwy 16R OTS UFN. (5/80)

VERMONT

BARRE MONTPELIER EDWARD F KNAPP: Rwy 17-35 clsd 7/7-8/28. (6/80)

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS. (11/78)
FRANKLIN MUNI-JOHN BEVERLY ROSE ARPT: Thr Rwy 09/27 no longer dsplcd 100 ft. (5/80)
HOPEWELL ARPT: Rwy 8-26 clsd. (11/78)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd. (5/78) VASI rwy 6-24 OTS thru Aug.

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

PORT ANGELES: Crescent Beach NDB OTS 7/10-7/17 (6/80)

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80)

WISCONSIN

MANITOWAC COUNTY ARPT: CTLZ 0600-2100 lcl daily. (5/80)
OSHKOSH, WITTMAN FLD ARPT: Rwy 4-22 and rwy 9-27 clsd.
JAMESVILLE ROCK COUNTY ARPT: Unicom freq 122.95.
RHINELANDER: Ctlz hrs 0500-2215 daily. (6/80)

WYOMING

ENCAMPMENT SILVER SPUR FLD: Arpt permly clsd. (6/80)
FORT BRIDGER ARPT: Rwy 04-22 clsd until 8/30. (6/80)
ROCK SPRINGS SWEETWATER COUNTY ARPT: Rwys 03-21 & 09-27 clsd until 7/6;tmpry Rwy 07-25 commissioned w/temporary lgts. (6/80)
CASPER NATRONA COUNTY INTL ARPT: ILS Rwy 07 OTS 5/21-8/21. (6/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
CA	Fresno Air Terminal	CS
KY	London-Corbin	A
LA	Lafayette Regional	B
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/873 JUNE 12, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
*---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/417 FI/T /CPS/ BI-STATE PARKS, EAST ST. LOUIS, IL. VOR/DME-A AMDT 5 PROC DATA NOTES CHANGED TO READ: WHEN CONTROL ZONE NOT EFFECTIVE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. 1. USE LAMBERTST. LOUIS INTL, MO ALTIMETER SETTING 2. INCREASE ALL MDA'S 40 FT. 3. ALTERNATE MINS NA. TCH 56 FT. THIS IS AMDT 21.

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

FDC 0/723 FI/T /PWK/ PAL-WAUKEE CHICAGO/WHEELING IL. ILS RWY 16 AMDT 2 VOR RWY 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDA'S CAT A,B,C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R, 12L, 16 AND 24L. CLIMB RWY HEADING TO 1000 FT BEFORE TURNING EAST.

*FDC 0/867 FI/T /IKK/ GREATER KANKAKEE KANKAKEE IL. VOR RWY 4 AMDT 2 AND VOR RWY 22 AMDT 2 PROC DATA NOTE CHANGE UNICOM FREQ FOR OBTAINING KANKAKEE IL. ALSTG TO 123.0.

INDIANA

FDC 0/608 FI/T /IND/ INDIANAPOLIS INTERNATIONAL, INDIANAPOLIS, IND. RADAR-1 AMDT 23 SI RWY 22R MDA 1200/HAT 403 ALL CATS. VIS CAT C RVR 4000.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0679 FI/T /BEH/ ROSS FIELD BENTON HARBOR MI. LOC BC RWY 9 AMDT 4 DISREGARD GLIDE SOPLE INDICATIONS.

FDC 0/698 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. NDB RWY 26L AMDT 13 SI MDA 1320 FT HAT 530 FT ALL CATS. CAT C VIS RVR 5000 CAT D VIS 11/2 MILES. CIRCLING CATS A/B/C MDA 1320 FT HAA 526 FT. ILS RWY 26L AMDT 14 SI LOC RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA 486 FT. RADAR-1 AMDT 4 SI RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. SI RWY 36 MDA 1240 FT HAT 452 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA FT. VOR RWY 36 AMDT 7 SI MDA 1240 FT HAT 452 ALL CATS.

*FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

*FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

OHIO

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/683 FI/T /MWO/ HOOK FIELD MUNI MIDDLETOWN OH. NDB RWY 23 AND LOC RWY 23 AMDTS 4 TERMINAL ROUTES LYTLE INT TO MW LOM 268 DEG 9.4 MI 2600 FT. NDB RWY 5 AMDT 10 TERMINAL ROUTE LYTLE INT TO HKF NDB 251 DEG 15 MI 2600 FT.

#FDC 0/831 FI/T /SKY/ GRIFFING SANDUSKY SANDUSKY OH. VOR RWY 27 AMDT 2 SI MDA 1040/HAT 461 ALL CATS CAT A CIRCLING MDA 1040/HAA 461.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 9/1915 FI/T (LSE) LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 7 TERMINAL RTES UKN VORTAC (IAF) TO ABINN INT (NOPT) 026 BRG 23.7 MI 3000 FT. GENOE INT (IAF) TO ABINN INT (NOPT) 355 BRG 5.6 MI (I-LSE) 3000 FT.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

#FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

FDC 9/2053 FI/T (ORH) WORCESTER MUNI WORCESTER MA. NDB RWY 11 AMDT 10. TERMINAL ROUTES BARNES VORTAC/IAF/ TO SPENO INT/NOPT/CRS/DIST 088/26, SPENO INT TO DUNCA LOM CRS/DIST 109/6, BOSQX INT TO DUNCA LOM CR/DIST 293/23, WHAMY INT TO DUNCA LOM CR/DIST 305/10.3 FAC 109. PT NW SIDE OF CRS 289 OUTBND 2900 FT WITHIN 10 MI OF DUNCA LOM. MISSED APPROACH HOLD WEST, LEFT TURNS, 109 IBND.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

#FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

FDC 9/1512 FI/T (N87) TRENTON ROBBINSVILLE ROBBINSVILLE NJ. RWY 10 AND 28 REDESIGNATED 11 AND 9. SIAP REDESIGNATED VOR RWY 28 AMDT 6 TO VOR RWY 29 AMDT 6.

NEW YORK

FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

#FDC 0/829 FLIGHT RESTRICTION WITHIN A 5 NAUTICAL MILE RADIUS AREA OF THE JOHN F. KENNEDY /JFK/ VORTAC 112 DEGREE RADIAL/12 NAUTICAL MILE DME FIX. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 15000 MEAN SEA LEVEL. EFFECTIVE 1600-2000 JULY 5-6. ISLIP NY. /ISP/ IS COORDINATING FLIGHT SERVICE STATION.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM

THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

#FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/1990 FI/T (BKW) RALEIGH COUNTY MEMORIAL BECKLEY WV. VOR/DME RWY 19 ORIG MINIMUM SI-19 VIS 3/4 MILE CAT A AND B 1 1/4 MILE CAT D. CIRCLING MINIMUM 2 1/2 MILE CAT D. ALTERNATE MINIMUM 800-2 1/2 MILES CAT D. ADD NOTE. S-19 CAT A AND B VIS INCREASED 1/4 MILE WHEN MALSR INOPERATIVE.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

#FDC 0/866 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 LOC BC RWY 33 AMDT 10 VOR-A AMDT 9 VORTAC-B AMDT 4 CIRCLING MDA 480 FT/HAA 464 FT CAT A.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

#FDC 0/795 FI/T /OKC/ WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 35L AMDT 7 MDA 1680/HAT 404 ALL CATS. CAT C VIS 1 1/4 MI.

ILS RWY 35R AMDT 1 SI LOC 35R MDA 1620/HAT 326 ALL CATS.

#FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

#FDC 0/810 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI-MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

#FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

#FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/546 FI/T /X07/ LAKE WALES MUNI LAKE WALES FL. VOR/DME-B ORIG NA FROM 2300 LOCAL UNTIL DAWN DAILY.

FDC 0/615 FI/T /MCO/ ORLANDO INTERNATIONAL FL. ILS RWY 18R ORIG, ILS RWY 36R AMDT 2. VOR RWY 18L AMDT 1, VOR RWY 18R AMDT 1, VOR/DME RWY 18L ORIG VOR/DME RWY 18R ORIG, VOR/ DME RWY 36L AMDT 2, VOR/DME RWY 36R AMDT 7, RADAR 1 AMDT 1, INCREASE CATS A,B,C CIRCLING MDA TO 600.

FDC 0/662 FI/T /DAB/ DAYTON BEACH REGIONAL DAYTONA BEACH FL. NDB RWY 6L AMDT 17 ILS RWY 6L AMDT 21 MINIMUM SAFE ALT FROM DA LOM 270-180 DEG 1500 FT 180-270 DEG 2800 FT. LOC BC RWY 24R AMDT 8 VOR RWY 16 AMDT 13 VOR RWY 34 ORIG MINIMUM SAFE ALT FROM OMN VORTAC 270-180 DEG 1500 FT 180-270 DEG 2800 FT.

FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/664 FI/T/ORL/HERNDON ORLANDO FL. NDB RWY 7 AMDT 10 ILS RWY 7 AMDT 14 MINIMUM SAFE ALT 25 MI. OR LOM 2800 FT. LOC BC RWY 25

AMDT 12 VOR RWY 13 AMDT 10 VOR RWY 31 AMDT 10 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/665 FI/T/MCO/ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36R AMDT 2 VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR/DME RWY 18L AMDT ORIG VOR/DME RWY 18R AMDT ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

FDC 0/669 FI/T/DED/DELAND MUNI-SIDNEY H. TAYLOR FIELD DELAND FL. NDB RWY 30 AMDT ORIG MINIMUM SAFE ALT 25 MI. DED NDB 2800 FT. VOR RWY 23 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT. TKOF MINIMUMS RWYS 5/8/12/18/23/26/30/36 STANDARD. IFR DEPARTURE PROCEDURES RWY 5/8/12/26/30/36 AIRCRAFT PROCEEDING ON A COURSE BETWEEN 120 DEG CLOCKWISE TO 260 DEG FLY RWY HEADING TO 1800 FT. RWY 18 AIRCRAFT PROCEEDING ON A COURSE BETWEEN 120 DEG CLOCKWISE TO 260 DEG FLY HEADING 120 DEG TO 1800 FT. RWY 23 AIRCRAFT PROCEEDING ON A COURSE BETWEEN 120 DEG CLOCKWISE TO 260 DEG FLY HEADING 260 DED TO 1800 FT.

FDC 0/742 FI/T /SFB/ SANFORD SANFORD FL. NDB RWY 9 AMDT 7 MINIMUM SAFE ALT 25 MI SFB NDB 2800 FT. TKOF MINIMUMS ...RWYS 9/18/27/36 STANDARD. IFR DEPARTURE PROCEDURE...RWY 36 PROCEEDING ON A COURSE BETWEEN 270 DEG CLOCKWISE TO 045 DEG. FLY HEADING 045 DEG UNTIL 1800 FT.

#FDC 0/845 FI/T /MCO/ ORLANDO INTERNATIONAL FL. EXCEPT WHEN ATC ADVISES THE CRANE IS DOWN RADAR-1 AMDT 1 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 1 S-18L MDA 500 FT HAT 404 FT ALL CATS. VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 1 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 2 AND ILS RWY 18R ORIGINAL CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L ORIGINAL S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R ORIGINAL S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS VOR/DME RWY 36L AMDT 2 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME RWY 36R AMDT 7 S-36R MDA 580 FT HAT 488 FT ALL CATS VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 ALL CATS. FDC 0/615 EFFECTIVE ALL OTHER TIMES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200-1.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

FDC 0/762 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE AUGUSTA GA. VORTAC 137 DEGREE RADIAL AT 29 NAUTICAL MILE. PURSUANT TO FEDERAL REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 MEAN SEA LEVEL. SAVANNAH GA /SAV/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT

CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

#FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/488 FI/T /NC14/ SHILOH, REIDSVILLE, NC. RNAV RWY 31 ORIG SI RWY 31 MDA 1300/HAT 632 ALL CATS. VIS CAT C 1 3/4 MILES.

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/751 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 13 AMDT 2 AND VOR RWY 5 AMDT 2 TERMINAL RTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT 090-270 DEG 3200 FT LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM RSY NDB 270-090 DEG 1900 FT 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/471 FI/T (GSP) GREENVILLE-SPARTANBURG GREER, SOUTH CAROLINA. LOC RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000. RNAV RWY 21 AMDT 1 SI RWY 21 CAT A, B, AND C RVR 5000, CAT D RVR 6000.

FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG, GREER, SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

TENNESSEE

FDC 0/430 FI/T /MQY/ SMYRNA, SMYRNA TN. NDB 32 AMDT 3, SI RWY 32 VIS CAT A AND B 1 MILE CAT C 1 1/2 MILES, CAT D 1 1/2 MILES. VOR/DME RWY 32 AMDT 7 SI RWY 32 VIS CATS A AND B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES.

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 0/752 FI/T /BNA/ NASHVILLE METROPOLITAN NASHVILLE TN. ILS RWY 20R ORIG SI ILS RWY 20R MINS NA.

FDC 0/758 FI/T /GCY/ GREENEVILLE MUNI GREENEVILLE TN. NDB RWY 5 AMDT 2 LOCAL ALSTG NA.

#FDC 0/843 FI/T /HDI/ HARDWICK FIELD CLEVELAND TN. NDB RWY 3 ORIG SI AND CIRCLING MDA 1740 FT. HAA/HAT 866 FT CATS A/B/C. SI

AND CIRCLING MINIMUMS CAT D NA. VIS CAT C 21/2 MI.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

#FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

#FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

#FDC 0/872 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE SANTA BARBARA CA. VORTAC /SBA/ 017 DEGREE RADIAL AT 020 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 ABOVE GROUND LEVEL. SANTA BARBARA CA. /SBA/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIME UNTIL JUNE 11 0330Z.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (051) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/694 FI/T /CAG/ CRAIG-MOFFAT CRAIG CO. VOR RWY 25 ORIGINAL VOR/DME RWY 7 ORIGINAL USE HAYDEN CO. ALTIMETER SETTING INCREASE ALL MDA 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER SETTING NOT AVAILABLE.

#FDC 0/802 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWYS 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. IFR DEP PROCS TKOF MINS RWYS 8L-R/26L-R/12/17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

#FDC 0/873 FI/P /COS/ CITY OF COLORADO SPRINGS CO. ILS RWY 35 AMDT 31. S-ILS DH 6275 VIS 2400 HAT 206 ALL CATS. S-LOC VIS 2400 CAT A B C 4000 CAT D. CHANGE ILS UNUSABLE NOTE TO READ GLIDE SLOPE UNUSABLE BELOW 6275. DELETE MM INOPERATIVE TABLE NOTE. THIS IS AMDT 32.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

UTAH

FDC 0/763 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG. FOR TACAN MILITARY EQUIPPED ACFT ADD THE FOLLOWING: CAT E CIRCLING MDA 5760 FT VIS 3 MILES HAA 1520 FT. CHANGE R-067/5 DME FIX TO R-067/10 DME BVL VORTAC. ALTERNATE MINS CAT E 1600-3. 15 NM PROCEDURE TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH INSTRUCTIONS: TACAN-ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NE, LEFT TURNS 247 DEG INBOUND 5 NM LEGS.

#FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

NORTH CENTRAL

IOWA

FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/522 FI/T /GLD/ RENNER FIELD/GOODLAND MUNI/ GOODLAND KS. NDB RWY 30 AMDT 1 LOC RWY 30 AMDT 1 VOR RWY 30 AMDT 2 VOR/DME RWY 30 ORIG RNAV RWY 12 AMDT 2. ADD PROC DATA NOTE WHEN CONTROL ZONE NOT IN EFFECT ALTERNATE MINS NA.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 0/712 FI/T /EMP/ EMPORIA MUNI/ EMPORIA KS. VOR-A AMDT 9 ALTN MINIMUMS NA FROM 0400Z TO 1100Z.

FDC 0/713 FI/T /SLN/ SALINA MUNI/ SALINA KS. NDB RWY 35 AMDT 10 ILS RWY 35 AMDT 12 VOR RWY 17 /TAC/ AMDT 12 RNAV RWY 17 AMDT 5 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES. 1. USE CONCORDIA/KS ALSTG. 2. INCREASE ALL MDA 200 FT. 3. ALTN MINIMUMS NA.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/787 FI/T /MHK/ MANHATTAN MUNI, MANHATTAN, KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 11 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA, KS ALSTG BUT APLY SALINA KS. ALSTG MINIMA 2. ALTN MINIMUMS NA.

#FDC 0/821 FI/T FOLLOWING AIRWAYS NA FROM 0400Z to 1100Z V4 HLC VORTAC TO SLN VORTAC

V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC. MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/V132 STEAL INT TO HUT VORTAC 4500 V4N/V261 CHARI INT TO MHK VOR 5000. V132 CASSO INT TO CNU VOR 5000. V77/V280 HEYDN INT TO TOP VORTAC 4500.

#FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

#FDC 0/655 FI/T /DLH/ DULUTH MUNI DULUTH MN. RADAR-1 AMDT 14 PAR RWY 9 NA.

FDC 0/700 FI/P /D42/ SPRINGFIELD MUNI SPRINGFIELD MN. VOR/DME RWY 13 AMDT 1 ADD PROC DATA NOTE ACTIVATE MIRLS AND VASI RWY 13-31 - 122.8. THIS IS VOR/DME RWY 13 AMDT 2.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC 220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/512 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD. LOC/DME BC RWY 17 AMDT 2. PROC TURN ALT 4500 FT. TERMINAL ROUTES: ATY VORTAC TO STROY/ ATY 2.4 DME 4500 FT; LOM TO STROY/ ATY 2.4 DME 4500 FT; 8 DME ARC FROM ATY R-229 CLOCKWISE TO I-ATY LOC 4500 FT; 8 DME ARC FROM ATY R-100 COUNTERCLOCKWISE TO I-ATY LOC 4500 FT. MISSED APPROACH ALT CLIMB TO 4500 FT.

#FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

NORTHWEST

MONTANA

#FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5.

CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

#FDC 0/854 FI/P /EUG/ MAHLON SWEET FIELD EUGENE OR. CORRECT US GOVT CHART AL-140 NW VOR-1 EFF 17 APR 80. VOR/DME RWY 3 (TAC) AMDT 1 CHANGE PROC DATA NOTE TO READ WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES: 1. USE SALEM OR. ALSTG. 2. INCREASE ALL MDAS 220 FT. 3. ALTN MINIMUMS NA.

#FDC 0/861 TEMPORARY FLIGHT RESTRICTION AREA ESTABLISHED FOR A 10 STATUTE MILE RADIUS OF THE CREST MOUNT ST. HELENS PORTLAND OR. /PDX/ 012 RADIAL AT 32 NAUTICAL MILES SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA/ ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING PROPERLY ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. /PDX/ OR SEATTLE WA. /SEA/ FLIGHT SERVICE STATION. AIRCRAFT WILL BE BRIEFED BY THE FLIGHT SERVICE STATION OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTION AIRSPACE FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY. FLIGHTS OPERATING IN THE MOUNT ST. HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICES FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY ACFT OPERATIONS AT 3000 FT ABOVE GROUND LEVEL AND BELOW IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTION AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL/STATE/COUNTY AUTHORITY.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

WASHINGTON

#FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

WYOMING

FDC 0/756 FI/T /RWL/ RAWLINS MUNICIPAL RAWLINS WY. VOR/DME RWY 22 ORIG NA.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN PORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 806 FT.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARB TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 8/1438 FI/T (GST) GUSTAVUS GUSTAVUS AK. FAR 139 AIRPORT CLSD CAB CERTIFICATED AIR CARRIER.

FDC 9/829 FI/T BLUE 26, YUKON RIVER ALASKA NDB TO BARTER ISLAND, ALAS NDB NOT AUTHORIZED.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:
1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

FDC 0/720 OMEGA STATION C HAWAII WILL BE OFF AIR INTERMITTENTLY FOR ANNUAL MAINTENANCE FROM 2-15 JUNE 1980.

AUTOMATED PILOT ADVISORY SYSTEM (APAS)

The National Aeronautics and Space Administration (NASA) in cooperation with the FAA is conducting a demonstration of an experimental Automated Pilot Advisory System (APAS) which provides airport and air traffic advisories to aircraft operating within the vicinity of the Manassas Municipal Airport, Manassas, Virginia. The demonstration started June 23. APAS is operated each day that VFR conditions exist from 9 a.m. to 5 p.m. local time, including weekends. The evaluation will run 4 to 6 weeks.

During the hours when APAS is in operation, it is recommended that all pilots using Manassas obtain airport advisory information from the APAS frequency (123.2) in lieu of UNICOM and remain on the APAS frequency for traffic advisory information. NOTE: Pilot transmissions are not permitted on APAS frequency 123.2. Pilots should use UNICOM when APAS traffic advisories are not being broadcast.

The APAS sysem consists of a short-range radar; a minicomputer to process radar data; a small weather station which includes an anemometer, barometric, temperature, a dew point sensors and a voice response system to generate voice messages based on the results of computer processing. To utilize the APAS, an aircraft is only required to have a standard VHF radio to receive the voice transmissions on frequency 123.2. Once the pilot tunes in the proper frequency, he will receive airport advisory information once every 2 minutes and traffic advisory information once every 20 seconds.

The experimental APAS is strictly a pilot advisory system designed to enhance the "see-and-avoid" rule. Use of the system in no way obviates the pilot's responsibility to see-and-avoid other aircraft. Rather, it should increase the pilot's awareness of the traffic situation at the airport.

Handout material is available from the fixed-base operator at the Manassas Airport or may be obtained by visiting the NASA APAS trailer located on the airfield south of the fixed base operations office. The APAS engineer on duty will brief pilots who visit the APAS van, answer questions about the system, and accept pilot comments. Handout material can also be obtained by writing to NASA attention: Mr. John L. Parks, Jr., APAS Project Manager, NASA Wallops Flight Center, Wallops Island, Virginia 23337. All pilots using the Manassas Airport are urged to obtain a copy of the handout material.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (BO9), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

NOTICE TO AIRMEN
SPECIAL AIR TRAFFIC CONTROL PROCEDURES FOR ANNUAL FIRECRACKER 400 RACE
JULY 4, 1980
DAYTONA BEACH REGIONAL AIRPORT, DAYTONA BEACH, FLORIDA

Due to a large volume of air traffic to be expected on July 4, 1980 for the Annual Firecracker 400 race, delays in excess of one hour may be experienced during the period of four hours prior to the race and for up to four hours following the race.

AIRPORTS AVAILABLE OTHER THAN DAYTONA BEACH REGIONAL AIRPORT. Details of the service available at these airports can be found in the Airport/Facility Directory, Southeast U.S.

AIRPORTS

Flagler County—X47—UNICOM 122.8
New Smyrna Beach Muni—34J—UNICOM 122.8
Ormond Beach Muni—OMN—UNICOM 122.8
Deland Muni—DED—UNICOM 122.8

AERIAL ADVERTISING/DAYTONA INTERNATIONAL SPEEDWAY. Aircraft engaging in aerial advertising activity over the Daytona International Speedway will be handled on a first come, first served basis.

BANNER TOWING Banner towing aircraft shall enter the Airport Traffic Area from the northeast and fly a left-hand circuit of the race track within ½ mile of but not within the geographical boundaries of the Speedway at altitude 1,000 feet or above. Two complete circuits of the race track will be permitted unless specific approval for additional circuits is obtained from the control tower. Not more than one banner towing aircraft will be permitted in the Airport Traffic Area except at the discretion of the controller.

BLIMP OPERATION When operating at the Speedway, the blimp shall maintain an altitude of 600 to 800 feet above the surface and except for flight to or from the designated landing area, will conduct flight within the geographic boundaries of the Speedway. The route of flight to and from the Speedway shall be prescribed by the controller.

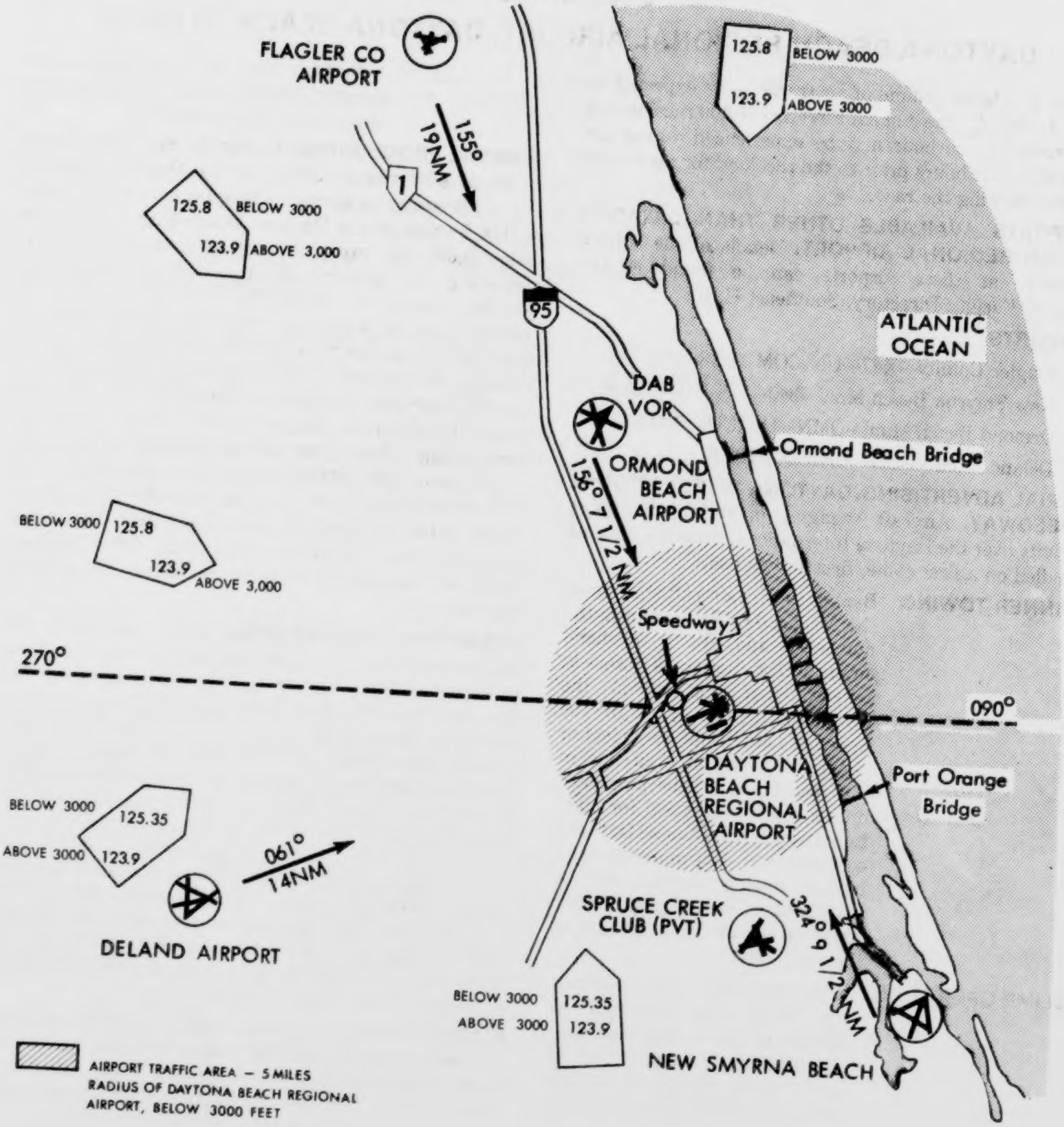
HELICOPTER OPERATION Helicopters operating at the Speedway shall maintain an altitude below 300 feet within the geographical boundaries of the Speedway. Not more than one helicopter will be permitted in the Airport Traffic Area except at the discretion of the controller.

ARRIVAL PROCEDURES. Except for aircraft engaged in aerial advertising activity at the Daytona International Speedway no aircraft will be permitted to operate within 5 miles of the Daytona Beach Regional Airport below 3,000 feet except for the purpose of landing or departing the airport. Wind conditions permitting, parallel runways 6L–6R or 24L–24R will be used. All aircraft must establish two way radio communications with Daytona Beach Approach Control or Tower prior to entering the Airport Traffic Area. All aircraft must have specific clearance to enter the Airport Traffic Area. For Stage III Expanded Radar Service, aircraft from the north at and below 3,000 feet call Daytona Beach Radar on frequency 125.8 MHz. Aircraft from the south at and below 3,000 feet call Daytona Beach Radar on frequency 125.35 MHz. All aircraft above 3,000 feet should call Daytona Beach Radar on 123.9 MHz. After landing, watch for flagmen at taxiway centerlines for parking directions.

DEPARTURE PROCEDURES. IFR departures can expect radar vectors to assigned routes. Some delays can be expected during the twenty four hour period following the race. Two clearance delivery frequencies will be in operation. Monitor the ATIS broadcast on 120.05 MHz for the proper frequency. Flow control procedures will be in effect; therefore, Clearance Delivery will advise when to start engines and when to contact ground control for taxi clearance. Remain on the clearance delivery frequency until told to change frequencies. Unless otherwise advised, all aircraft departing the south parallel runway must turn south after departure. All aircraft departing the north parallel runway must turn north. When calling the tower for takeoff clearance advise which runway you are holding short of. Watch for direction signs posted near taxiways.

FLIGHT PLANS. Due to the volume of traffic expected, it is recommended that flight plans be filed at least three hours in advance of proposed departure time. In no case should an IFR flight plan be filed less than 1 hour before the proposed departure time. IFR flight plans which are not activated within two hours of the proposed departure time will be automatically canceled. The filing of a new flight plan with Orlando Flight Service Station will be necessary should this occur. Air filed flight plans within the Daytona Beach Approach Control airspace will not be accepted except in an emergency during the twenty four hours before and after the race.

DAYTONA BEACH, FLORIDA
VFR ARRIVAL FREQUENCIES FOR RACE DAY


FLAGLER CO AIRPORT
155°
19NM
1
125.8 BELOW 3000
123.9 ABOVE 3000
125.8 BELOW 3000
123.9 ABOVE 3,000
95
ATLANTIC OCEAN
DAB VOR
Ormond Beach Bridge
ORMOND BEACH AIRPORT
156° 7 1/2 NM
BELOW 3000 125.8
123.9 ABOVE 3,000
Speedway
270°
090°
DAYTONA BEACH REGIONAL AIRPORT
Port Orange Bridge
BELOW 3000 125.35
ABOVE 3000 123.9
061°
14NM
DELAND AIRPORT
SPRUCE CREEK CLUB (PVT)
324° 9 1/2 NM
BELOW 3000 125.35
ABOVE 3000 123.9
NEW SMYRNA BEACH
AIRPORT TRAFFIC AREA – 5 MILES RADIUS OF DAYTONA BEACH REGIONAL AIRPORT, BELOW 3000 FEET

15 MAY 1980

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

NOTICE TO AIRMEN
DAYTON AIR FAIR 1980

Special Air Traffic Procedures for Air Fair '80, July 18, 19 and 20, 1980, Dayton, Ohio.

The following special procedures have been established to maintain the safe, orderly flow of Air Traffic operating at Dayton International Airport for Air Fair '80 on July 18, 19 and 20, 1980. These procedures are required to due to the large volume of traffic anticipated in the Dayton area. VFR flights are required to cooperate by adhering to the special procedures when arriving and departing Dayton International Airport.

VFR ARRIVAL PROCEDURES: All VFR flights will be provided Stage III service. Flights landing at Dayton International shall contact Dayton Approach Control on the appropriate frequency 20 miles from the airport and proceed to one of the four VFR outer arrival points depicted on the enclosed map. Aircraft will be sequenced from these points to the airport traffic pattern or be asked to hold dependent upon traffic volume. DO NOT proceed beyond these outer points unless advised to do so by Dayton Approach. Aircraft should maintain 2500′ MSL or above when cleared to depart the outer points for the airport. Pilots are to be especially alert for radio frequency assignments and whether assigned the LEFT or RIGHT runway for landing. Field elevation is 1008′ MSL.

DEPARTURE PROCEDURES: Detailed departure instructions will be disseminated at the entry gate to each of the aircraft parking areas. These instructions *SHOULD BE CAREFULLY READ AND FOLLOWED.* Adherence to these instructions will expedite your departure.

DELAYS: Some arrival and departure delays may be expected each day.

ATIS: Pertinent information will be broadcast continuously on frequency 125.8 MHZ. It is imperative that all pilots operating at Dayton International monitor the ATIS prior to contacting the control facility.

IFR ARRIVALS: IFR flights should file their flight plans from point of departure. Pilots attempting to file IFR enroute within 100 miles of Dayton may encounter excessive delay.

VFR ENROUTE TRAFFIC: It is strongly recommended that VFR overflights remain clear of a 30 mile radius of Dayton Airport below 10,000 feet.

WAKE TURBULENCE: All pilots are urged to exercise extreme caution as wake turbulence conditions may exist in the terminal area.

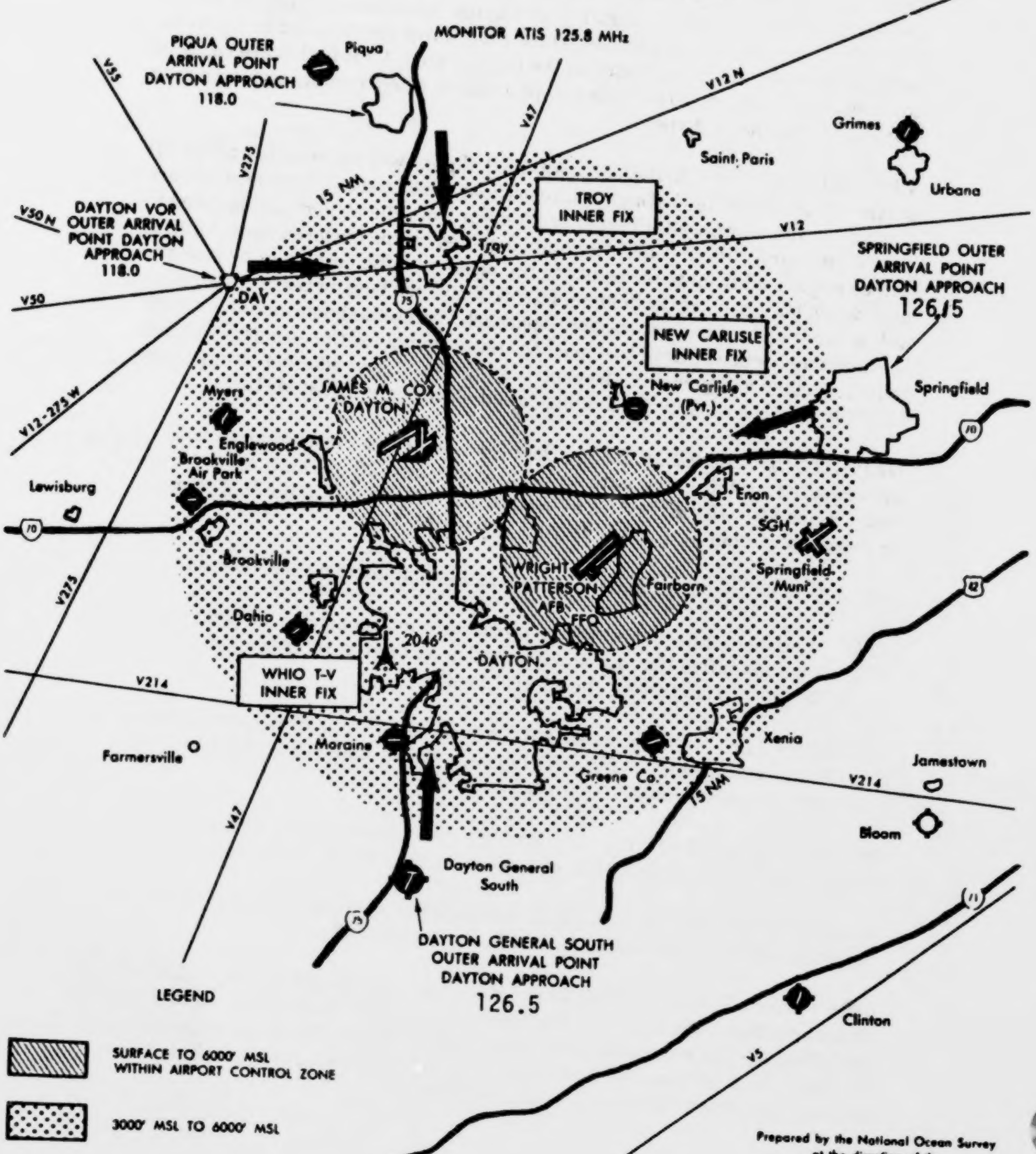
PILOT PRE-FLIGHT BRIEFING: Pilots are encourage to visit the FSS, obtain pre-flight briefings and file flight plans with FAA FSS specialist in the new FSS building located adjacent to the main entrance. Pilots are requested to file flight plans at least one hour prior to proposed departure times. Telephone briefings are also available . . . call 898-3692.

DAYTON AIR FAIR '80

JULY 18, 19 & 20, 1980

VFR ARRIVALS
DAYTON INTERNATIONAL AIRPORT
DAYTON, OHIO

FIELD ELEVATION 1008' MSL


MONITOR ATIS 125.8 MHz
PIQUA OUTER ARRIVAL POINT DAYTON APPROACH 118.0
Piqua
DAYTON VOR OUTER ARRIVAL POINT DAYTON APPROACH 118.0
DAY
V55
V275
V50 N
V50
V12-275 W
V47
V12 N
V12
V214
V5
15 NM
TROY INNER FIX
Troy
Grimes
Saint Paris
Urbana
SPRINGFIELD OUTER ARRIVAL POINT DAYTON APPROACH 126.5
NEW CARLISLE INNER FIX
New Carlisle (Pvt.)
Springfield
JAMES M. COX DAYTON
Myers
Englewood
Brookville Air Park
Lewisburg
Brookville
Enon
SGH
Springfield Muni
WRIGHT PATTERSON AFB
FFO
Fairborn
Dahio
2046
DAYTON
WHIO T-V INNER FIX
Farmersville
Moraine
Greene Co.
Xenia
Jamestown
Bloom
Dayton General South
DAYTON GENERAL SOUTH OUTER ARRIVAL POINT DAYTON APPROACH 126.5
Clinton
70
75
42
71
LEGEND
SURFACE TO 6000' MSL WITHIN AIRPORT CONTROL ZONE
3000' MSL TO 6000' MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

On or about June 10, 1980, Alert Weather Watch (AWW) and Convective SIGMET (WST) will be added to the Computer Generated Voice Response System (VRS). A Public Demonstration of this system is currently being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Forecast Winds Aloft, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entere, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System
P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio area:

Columbus	(614) 461-1659
Lancaster	(614) 654-5457
Marion	(614) 382-1777
Mansfield	(419) 525-2955
Newark	(614) 345-1493

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"HELLO", Current Greenwich Time is 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"
P—# # (If no additional entries, enter # #
S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

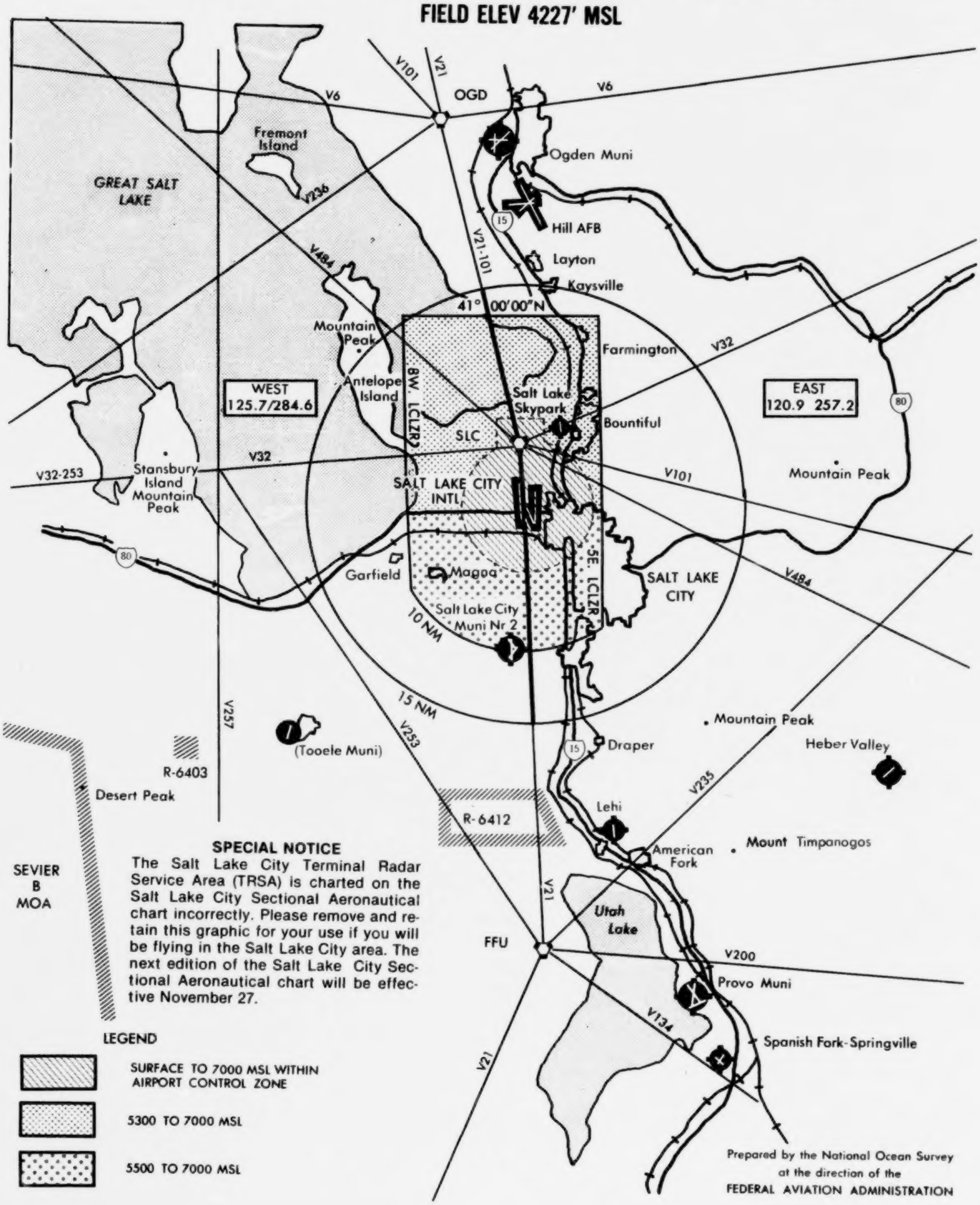
Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SALT LAKE CITY, UTAH, SALT LAKE CITY INTL ARPT

FIELD ELEV 4227' MSL


V101
V21
OGD
V6
V6
Fremont Island
GREAT SALT LAKE
V236
Ogden Muni
15
Hill AFB
V21-101
V484
Layton
Kaysville
41° 00'00"N
Mountain Peak
Farmington
V32
Antelope Island
8W. LCLZR
Salt Lake Skypark
WEST
125.7/284.6
EAST
120.9 257.2
80
SLC
Bountiful
V32
V32-253
Stansbury Island Mountain Peak
SALT LAKE CITY INTL
V101
Mountain Peak
80
Garfield
Magna
5E. LCLZR
SALT LAKE CITY
V484
10 NM
Salt Lake City Muni Nr 2
15 NM
V257
V253
Mountain Peak
(Tooele Muni)
15
Draper
Heber Valley
R-6403
Desert Peak
V235
R-6412
Lehi
American Fork
Mount Timpanogos
SEVIER B MOA
V21
Utah Lake
FFU
V200
Provo Muni
V134
V21
Spanish Fork-Springville
LEGEND
▨ SURFACE TO 7000 MSL WITHIN AIRPORT CONTROL ZONE
▨ 5300 TO 7000 MSL
▨ 5500 TO 7000 MSL

SPECIAL NOTICE

The Salt Lake City Terminal Radar Service Area (TRSA) is charted on the Salt Lake City Sectional Aeronautical chart incorrectly. Please remove and retain this graphic for your use if you will be flying in the Salt Lake City area. The next edition of the Salt Lake City Sectional Aeronautical chart will be effective November 27.

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

22 FEB 1979

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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Item 431-C-5 TD 4.12/2:980/14

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423

CLASS TWO NOTAMS

July 10, 1980

Next Issue
July 24, 1980

contin

9323

Notices to Airmen

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SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
See page Special—3

OFFSHORE SPECIAL AIRSPACE
See page Special—4

IFR ROUTES N.Y. METRO COMPLEX
See page Special—5

DENVER STAPLETON EXPANDED METERING
See page Special—6

EFAS FACILITIES
See page Special—7

SALT LAKE CITY TRSA
See page Special—8

DAYTON AIR FAIR 1980
See page Special—9, 10

VOICE RESPONSE SYSTEM
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McCLELLAN AFB TRSA
See page Special—13

BIRMINGHAM TRSA
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RICHMOND TRSA
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EL PASO TRSA
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GULFPORT TRSA
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LONG ISLAND TRSA
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SAVANNAH TRSA
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SENTRY VOLUNTEER 80 MOA
See page Special—20

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

H.Y.

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

NOTICES TO AIRMEN

INFORMATION CURRENT AS OF JUNE 26, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (I) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: Due to the possibility of spot fuel shortages, pilots are advised to check enroute points for fuel availability.

ALABAMA

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaska Supplement.

ARIZONA

PHOENIX SKY HARBOR INTL ARPT: Rwy 26L clsd lndg turbo, jet & acft 12,500 lbs & over except W 5000' avbl for acft below 12,500 lbs btn 0500–2100 wkday until 7/25. (7/80)

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI rwy 18 OTS indefly. (7/80) Rwy 8-26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

CHINO ARPT: Rwy 08-26 clsd until 7/30. (6/80)

GRASS VALLEY NEVADA COUNTY ARPT: Thr Rwy 25 dsplcd 200 ft. VASI Rwy 25 OTS UFN. (7/80)

MAMMOTH LAKES ARPT: Thr Rwy 09 dsplcd 240 ft. Thr Rwy 27 dsplcd 220 ft. No thr lgts Rwy 09. Mountain 2 miles from AER 09. Avoid school 1/4 mi N AER 09. (6/80)

SAN BERNADINO TRI-CITY ARPT: Rwy 07-25 and Rwy 16-34 clsd. (5/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80) **Rwy 09–27 edge lgts and cntrln temply dsplcd either N or S & rwy width reduced to 150 ft vice 200 ft. Current fld conditions avable on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Rwy 09 SSALR OTS until 8/8. Rwy 27 MALS OTS until 10/26. (7/80)**

SAN FRANCISCO INTL: ILS Rwy 28L OTS until 7/30. (6/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER STAPLETON ARPT: Rwy 07 clsd lndg. Rwy 25 clsd tkof. (4/80)

CONNECTICUT

NEW HAVEN: VOR OTS until 9/4. (6/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Unlgtd 120 ft AGL crane 1/2 NM AER 15. (9/78)

FLORIDA

LA BELLE MUNI ARPT: Rwy 04-22 clsd permly. (7/80)
LAKELAND MUNI ARPT: Unicom freq 122.95. (7/80)
MIAMI INTL ARPT: RAILS rwy 9R OTS until Aug 1. (4/80) Rwy 12/30 clsd B747 tkoffs UFN. (4/80) Thr Rwy 30 dsplcd 1761 ft. (7/80)
ORLANDO INTL ARPT: Thr lights rwy 36L OTS til 15 July.. (3/80)
PENSACOLA REGIONAL ARPT: Mil Operns Tue & Wed 0800-0900 lcl until Dec. 1980 WI 5 NM of NPA/TACAN/062 Deg radial 21 DME (CLF Choctaw) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

GEORGIA

SAVANNAH: VOR "SVN" OTS until 7/25. (7/80)
VALDOSTA ARPT: MEAW around Rwy 03-21 and Rwy 12-30. (6/80).

IDAHO

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)
POCATELLO MUNI ARPT: Glide slope OTS 7/14 - 8/7. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

CHICAGO-O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS 6/1 - 7/31. (5/80)
DANVILLE VERMILLION COUNTY ARPT: ATCT operating hrs 0700-2100 until 10/25 CTLZ 0700-2100 LCL until 10/25. (5/80)
DECATUR ARPT: Rwy 06-24 clsd until 10/16. (7/80)
LITCHFIELD: NDB "LTD" OTS until 8/20. (7/80)
MATCON-CHARLESTON: Ctlz temply suspended until 8/1. (6/80)
LINCOLN ARPT: Abraham NDB OTS until 9/4.

INDIANA

GREENFIELD, POPE FIELD ARPT: Rwy 09-27 clsd UFN. (5/80)
KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)
MADISON: NDB "IMS" OTS until 12/31. (6/80)
WOLF LAKE ARPT: VOR "OLK" Unusbl 168-230 all altitudes and 340-360 deg byd 15 NM below 3000 ft. (7/80)

IOWA

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

DODGE CITY MUNI ARPT: Rwy 02-20 clsd UFN (7/80)
EMPORIA: VORTAC unmon 0400-1100Z daily. (7/80)
GOODLAND: LOC/LOM unmon & VORTAC unmon/voice
HILL CITY: VORTAC HLC unmon/voice OTS 0400-1100 until 11/1. (6/80) OTS 0400-1100 until 11/1. (6/80)
KANSAS CITY FAIRFAX MUNI ARPT: Rwy 13-31 lgts OTS; Rwy clsd nights until 9/4. (7/80)
MANHATTAN: VOR "MHK" unmon 0400-1100Z daily. (7/80)

KENTUCKY

CAMPBELLSVILLE TAYLOR COUNTY: Rwy lgts Rwy 05-23 OTS until 9/1. (6/80)
COVINGTON/CINCINNATI ARPT: ILS Rwy 18 & Rwy 36 OTS until 12/31. (6/80) Rwy 18-36 clsd until 12/80. (6/80) Thr Rwy 09L relctd 1800 ft.
OWENSBORO-DAVIESS COUNTY ARPT: Rwy 17-35 clsd 2200-1100 daily UFN. (7/80)

LOUISIANA

BATON ROUGE RYAN ARPT: Rwy 13-31 clsd until aprxly 9/30. (5/80) ILS Rwy 13 OTS until 9/30. (5/80)
JONESBORO ARPT: Arpt clsd UFN. (7/80)

MAINE

BIDDERFORD MUNI ARPT: Thr lights rwy 6-24 OTS UFN. (4/80)
BRUNSWICK: VORTAC "NHZ" unusable 050-056 beyond 25 NM. (7/80)

MARYLAND

OCEAN CITY ARPT: Rwy 1-19 cmsn delayed rwy unsafe. (4/80)

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF CTS. (3/80)

BOSTON GENERAL EDWARD L. LOGAN ARPT: AIS Rwy 33L OTS until 9/15. (7/80)

MARTHA'S VINEYARD ARPT: ATCT oper. hrs 0700-2200 5/22-9/15. (5/80)

NORTHAMPTON LA FLEUR ARPT: Rwy lgts CTS UFN. (5/80)

WORCESTER ARPT: REILS and VASI Rwy 29 OTS until 7/15. Rwy 02-20 clsd until 6/30. (5/80)

MICHIGAN

MARQUETTE COUNTY ARPT: CFR not avbl to CAB ACR between 2200-0600 daily until 7/31. (6/80)

SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 764 ft. Rwy 05-23 Clsd UFN. (7/80) 6/16 until 9/30. (5/80) ILS OTS 6/16-9/30. (6/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI CTS indefly. (7/80)

MINNESOTA

DULTH INTL ARPT: Rwy 03-21 clsd until 9/15. (6/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

PRESTON FILLMORE COUNTY ARPT: VASI Rwys 10 & 28 CTS UFN. (7/80)

STARBUCK MUNI ARPT: Rwy lgts Rwy 15-33 OTS until 11/30. (7/80)

MISSISSIPPI

GULFPORT-BILOXI RGN ARPT: Rwy 04-22 clsd until 8/1. (6/80)

HATTIEBURGH ARPT: Hub City NDB CTS until 7/15 (6/80)

MISSOURI

BUFFALO MUNI ARPT: Thr Rwy 03 dsplcd 380 ft. Rwy 03-21 3193 ft by 50 ft. (7/80)

FESTUS: NDB "FES" CTS until 7/15. (7/80)

MONTANA

GREAT FALLS INTL ARPT: ILS OTS 6/16 - 7/18. (5/80)

HELENA ARPT: ILS OTS 7/9 - 7/26. (5/80)

WEST YELLOWSTONE ARPT: ILS OTS 7/21 - 8/5. (5/80) Rwy 01-19 clsd 7/21-8/5. (6/80)

NEBRASKA

HEBRON MUNI ARPT: Arpt clsd until 11/10. (5/80)

McCOOK: VOR "MCK" CTS 6/18-9/8. (6/80)

TONOPAH ARPT: Arpt clsd nights thru 8/15. Rwy 15-33 clsd and lgts OTS thru 8/15. (6/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 2-20 CTS. (1/80)

WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L clsd UFN. Rwy 12L-30R clsd except PP. (7/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 2-20 clsd.

LAKEWOOD ARPT: Thr Rwy 24 dsplcd 250 ft. (6/80)

CALDWELL,ESSEX COUNTY ARPT: Rwy 9-27 clsd indefly. (7/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd indefly. (7/80)

NEW MEXICO

GALLUP SENATOR CLARKE FLD ARPT: Rwy 06-24 clsd 6/1-7/15. 6150 ft by 50 ft parallel taxiway avbl lndgs and tkoffs. (6/80)

SILVER CITY/GRANT ARPT: CTLZ hrs 0600-2200 lcl until 8/18. (6/80)

TAOS: NDB "SKX" OTS thru 9/30. (2/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80) GS/MM OTS until 11/1. (6/80)

LA GUARDIA ARPT: Arpt clsd fixed wing acft 0001-0700 lcl Mon-Fri 7/8 - 10/15; Excp 9/1 & 9/2 Aprt open 24 hours. (5/80) GS OTS until 10/23. (6/80) RVR Rwy 04 OTS until 7/31. (6/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

NEWBURGH STEWART ARPT: ILS OTS until 8/31. (5/80) Rwy 09-27 clsd until 8/31.

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 4 OTS until Dec 25. (3/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

DENVER LITTLE MOUNTAIN ARPT: Unicom freq 122.7. (7/80)

VALLEY CITY BARNES COUNTY MUNI ARPT: Rwys 05-23, 08-26 and 12-30 clsd. Rwy lgts OTS until 11/1. (6/80)

STATESVILLE ARPT: Rwy 10-28 clsd until 1/81. (6/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 2-20 clsd nights indefly. (7/80)
RUGBY ARPT: NDB OTS until 8/30. (5/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)
CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.
CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)
CHILLICCTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)
CLEVELAND BURKE LAKEFRONT ARPT: Rwy 06L-24R and VASI Rwy 06L OTS UFN. (6/80)
COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80) Thr Rwy 31 dsplcd 1059 ft. (5/80)
DAYTON PATTERSON: VOR FFO unreliable 310-010 below 3000 ft. (6/80)
HARRISON COUNTY ARPT: Rwy lgts OTS. (4/80)
OTTAWA: NDB "OWX" OTS until 9/19. (7/80)
TOLEDO EXPRESS ARPT: Thr Rwy 07 dsplcd 1690 ft. 6/267/18. Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)
TROY SKYPARK ARPT: Arpt clsd UFN. (7/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 8-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80) Thr Rwy 04 dsplcd 430 ft. (7/80)
CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)
MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)
PRYOR CREEK PRYOR ARPT: VASIS Rwy 17 & 35 OTS indefly. (7/80)
TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)
WILL ROGERS ARPT: ILS Rwy 35L RTS. (7/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt clsd indefly. (7/80)
PHILADELPHIA INTERNATIONAL ARPT: Crane 180 ft AGL 1400 SSE AER 27L flagged and Lgtd daily, lowered nights until 9/1. (6/80) Rwy 17-35 clsd until 12/31. (6/80)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS indefly. (7/80)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 clsd 2200-0500 except Fri-Sat UFN. (7/80)

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

BEAUFORT COUNTY ARPT: ARPT Clsd until aprxly 8/15. (5/80)
CHESTER MUNI ARPT: Rwy 17-35 clsd UFN. (4/80)
GREER GREENVILLE-SPARTANBURG ARPT: Rwy 09-27 clsd except PPR. (7/80)

SOUTH DAKOTA

WINNER, BOB WILEY FLD ARPT: Rwy 13-31 clsd until 7/30. (6/80)

TENNESSEE

CENTERVILLE MUNI ARPT: Construction on Rwy 02-20 until 8/1. VASI Rwy 02 OTS until 8/1. (5/80)
CLARKSVILLE ARPT: CTLZ hrs temporarily suspended. (5/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS indefly. (7/80)
MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 clsd indefly. (7/80)
SELMER, ROBERT SIBLEY ARPT: VASI Rwy 16/34 OTS indefly. (7/80) (5/80)

TEXAS

ABILEEN MUNI ARPT: Rwy 35L clsd for lndg until 8/30. (6/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)
FREER MUNI ARPT: Rwy 14-32 clsd until 9/15. (5/80)
HOUSTON INTERCONTINENTAL ARPT: 190 ft AGL crane 4000 ft E ATCT daylight hours wkdays until July 1981. (6/79) Rubber accum NW 1500 ft Rwy 13-31. (7/80)
LAMPASAS ARPT: South 300 ft. Rwy 16-34 clsd until 8/1. (5/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 8-26 OTS indefly excp High intst. (7/80)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
OLNEY: NDB "ONY" OTS until 6/30. (6/80)

FORT STOCKTON PECOS COUNTY ARPT: Thr Rwy 11R-29L dsplcd 400 ft indefly. (7/80)

PECOS MUNI APRT: Rwy 13-31 east 3200 ft clsd; Rwy 09-27 clsd. All Rwy lgts CTS UFN. (7/80)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

SALT LAKE CITY INTL ARPT: MALSR Rwy 16R OTS UFN. (5/80)

VERMONT

BARRE MONTPELIER EDWARD F KNAPP: Rwy 17-35 clsd 7/7-8/28. (6/80)

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 8-26 clsd indefly. (7/80)

HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd indefly. (5/78) VASI rwy 6-24 OTS thru Aug. (6/80) LOC CTS until 8/21. (7/80)

MANASSAS ARPT: Dulles ATCT CD freq 121.65 vice 126.65. (7/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

PORT ANGELES: Crescent Beach NDB OTS 7/10-7/17 (6/80) LOC CTS until 7/25. (7/80)

TACOMA INDUSTRIAL ARPT: Rwy 17 REILS OTS until 6/30/81. (7/80)

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80) NE 800 ft Rwy 05-23 clsd. Arpt clsd nights. (7/80)

WISCONSIN

OSHKOSH, WITTMAN FLD ARPT: Rwy 4-22 clsd. (6/80)

WYOMING

FORT BRIDGER ARPT: Rwy 04-22 clsd until 8/30. (6/80)

CASPER NATRONA COUNTY INTL ARPT: ILS Rwy 07 OTS 5/21-8/21. (6/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
CA	Fresno Air Terminal	CS
KY	London-Corbin	A
KY	Paducah Barkley Regional	AS
LA	Lafayette Regional	B
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/976 JUNE 26, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ——— FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/417 FI/T /CPS/ BI-STATE PARKS, EAST ST. LOUIS, IL. VOR/DME-A AMDT 5 PROC DATA NOTES CHANGED TO READ: WHEN CONTROL ZONE NOT EFFECTIVE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. 1. USE LAMBERTST. LOUIS INTL, MO ALTIMETER SETTING 2. INCREASE ALL MDA'S 40 FT. 3. ALTERNATE MINS NA. TCH 56 FT. THIS IS AMDT 21.

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 IR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

FDC 0/867 FI/T /IKK/ GREATER KANKAKEE KANKAKEE IL. VOR RWY 4 AMDT 2 AND VOR RWY 22 AMDT 2 PROC DATA NOTE CHANGE UNICOM FREQ FOR OBTAINING KANKAKEE IL. ALSTG TO 123.0.

#FDC 0/881 FI/T /PWK/ PAL-WAUKEE, CHICAGO/WHEELING/ IL. ILS RWY 16 AMDT 3 VOR RWY 16 AMDT 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDAS CAT A B C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/6L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R 12L AND 24L. CLIMB RWY HEADING TO 1000 FT BEFORE TURNING EAST.

#FDC 0/918 FI/P /PWK/ PAL-WAUKEE CHICAGO/WHEELING/ IL. ILS RWY 16 AMDT 3 CORRECT U.S. GOVT CHART/AL-5028/ BY ADDING AMDT 3 TO TITLE OF PROCEDURE.

#FDC 0/958 FLIGHT RESTRICTION DETROIT BOAT RACES 3 STATUTE MILES EITHER SIDE OF THE INTERNATIONAL BOUNDRY BEGINNING AT THE AMBASSADOR BRIDGE EXTENDING NORTHEAST ALONG THE INTERNATIONAL BOUNDRY TO V2/221. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET MEAN SEA LEVEL. UNLESS AUTHORIZED BY AN ATC CLEARANCE NO AIRCRAFT MAY OPERATE WITHIN THIS AIRSPACE. AIRCRAFT CARRYING PROPERLY ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH DETROIT FLIGHT SERVICE STATION. DETROIT MI. /DET/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE JUNE 27 1980 1100-1500EDST.

INDIANA

FDC 0/608 FI/T /IND/ INDIANAPOLIS INTERNATIONAL, INDIANAPOLIS, IND. RADAR-1 AMDT 23 SI RWY 22R MDA 1200/HAT 403 ALL CATS. VIS CAT C RVR 4000.

#FDC 0/971 FLIGHT RESTRICTION WILL BE IN EFFECT JULY 4 THRU JULY 6 1400Z-0200Z DAILY WITHIN A 2 NAUTICAL MILE RADIUS OR THE NABB IN. /ABB/ VORTAC 053 DEGREE RADIAL AT 15 NAUTICAL MILES. /MILTON BRIDGE MADISON IN./ PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 ABOVE GROUND LEVEL. LOUISVILLE KY. IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/348 FI/T (5D8) BROCKS FIELD MARSHALL MI. VOR RWY 28 AMDT 4 CHG TERM RTE FROM CONRA INT/24.7 DME TO ALBIO INT/19.6 DME 286 DEG 5.1 NM/BTL-R-106/. CHG FAC TO 286 DEG.

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0/698 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. NDB RWY 26L AMDT 13 SI MDA 1320 FT HAT 530 FT ALL CATS. CAT C VIS RVR 5000 CAT D VIS 11/2 MILES. CIRCLING CATS A/B/C MDA 1320 FT HAA 526 FT. ILS RWY 26L AMDT 14 SI LOC RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA 486 FT. RADAR-1 AMDT 4 SI RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. SI RWY 36 MDA 1240 FT HAT 452 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA FT. VOR RWY 36 AMDT 7 SI MDA 1240 FT HAT 452 ALL CATS.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

#FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

#FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

#FDC 0/917 FI/P /BTL/ W.K. KELLOGG REGIONAL BATTLE CREEK MI. NDB RWY 22 AMDT 9 CORRECT U.S. GOVT CHART/AL-41/ BY CHANGING CIRCLING MDA CAT A/B TO 1440 FT.

OHIO

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/683 FI/T /MWO/ HOOK FIELD MUNI MIDDLETOWN OH. NDB RWY 23 AND LOC RWY 23 AMDTS 4 TERMINAL ROUTES LYTLE INT TO MW LOM 268 DEG 9.4 MI 2600 FT. NDB RWY 5 AMDT 10 TERMINAL ROUTE LYTLE INT TO HKF NDB 251 DEG 15 MI 2600 FT.

FDC 0/831 FI/T /SKY/ GRIFFING SANDUSKY SANDUSKY OH. VOR RWY 27 AMDT 2 SI MDA 1040/HAT 461 ALL CATS CAT A CIRCLING MDA 1040/HAA 461.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

#FDC 0/888 FI/P /ATW/ CUTAGAMIE APPLETON WI. RNAV RWY 29 ORIG. CORRECT US GOVT CHART /AL-5216/ BY ADDING AMENDMENT ORIG TO TITLE OF PROCEDURE.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LCM FROM 2300 FT TO 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

#FDC 0/975 FI/P /MTN/ GLENN L. MARTIN STATE BALTIMORE MD. VOR RWY 14 AMDT E MINIMUM ALT AT MERIC INT 680 FT. /720 FT. WHEN CONTROL ZONE NOT IN EFFECT/. NDB RWY 32 AMDT 3 MINIMUM ALT AT MTN NDB FOR CAT D CIRCLING 720 FT. VOR RWY 14 AMDT 3 NDB RWY 32 AMDT 3 UNDER NOTES ADD WHEN CTLZ NOT EFFECTIVE THE FOLLOWING APPLIES. 1. USE BALTIMORE MD ALSTG. 2. INCREASE ALL MDA 40 FT. 3. ALTN MINIMUMS NA. NDB RWY 14 AMDT 3 VOR/DME OR TACAN 1 RWY 14 AMDT 1 RNAV RWY 14 AMDT 1 UNDER NOTES ADD WHEN CTLZ NOT EFFECTIVE THE FOLLOWING APPLIES. 1. USE BALTIMORE MD ALSTG. 2. INCREASE ALL MDA 60 FT. 3. ALTN MINIMUMS NA. THIS IS VOR RWY 14 AMDT 4 NDB RWY 32 AMDT 4 NDB RWY 14 AMDT 4 VOR/DME OR TACAN 1 RWY 14 AMDT 2 RNAV RWY 14 AMDT 2. EFFECTIVE 18 JUNE 80.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/392 FI/T (MSS) RICHARDS FIELD MASSENA NY. ILS RWY 5 ORIG SI ILS RWY 5 MINS NA.

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/829 FLIGHT RESTRICTION WITHIN A 5 NAUTICAL MILE RADIUS AREA OF THE JOHN F. KENNEDY /JFK/ VORTAC 112 DEGREE RADIAL/12 NAUTICAL MILE DME FIX. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 15000 MEAN SEA LEVEL. EFFECTIVE 1600-2000 JULY 5-6. ISLIP NY. /ISP/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

#FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

VERMONT

FDC 9/847 FI/T (EFK) NEWPORT STATE NEWPORT VT. NDB RWY 23 AMDT 5 SI MINS NA.

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/1387 FI/T (PHF) PATRICK HENRY INTL NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 8 PROC NA.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/229 FI/T/MRB/EASTERN WEST VIRGINIA REGIONAL, MARTINSBURG WEST VIRGINIA, ILS LOC BACK COURSE AMDT 3 RWY 26 PROCEDURE NOT AUTH. UNTIL FURTHER NOTICE.

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/967 FI/T/ELD/GOODWIN FIELD EL DORADO AR TAKE-OFF MINIMUMS RWY 31 AND 35 200-1.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

#FDC 0/875 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 LOC BC RWY 33 AMDT 10 VOR-A AMDT 9 VORTAC-B AMDT 4 RADAR-1 ORIG CIRCLING MDA 480 FT/HAA 464 FT CAT A.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/810 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI-MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LCC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/394 FI/T (TOI) TROY MUNI TROY AL. VOR RWY 7 ORIG NA.

FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/664 FI/T/ORL/HERNDON ORLANDO FL. NDB RWY 7 AMDT 10 ILS RWY 7 AMDT 14 MINIMUM SAFE ALT 25 MI. OR LOM 2800 FT. LOC BC RWY 25 AMDT 12 VOR RWY 13 AMDT 10 VOR RWY 31 AMDT 10 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/665 FI/T/MCO/ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36R AMDT 2 VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR/DME RWY 18L AMDT ORIG VOR/DME RWY 18R AMDT ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

#FDC 0/894 FI/T /ORL/ HERNDON ORLANDO FL. VOR RWY 13 AMDT 10 NDB/DME MINIMA NA.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/168 FI/T (LGC) CALLAWAY LAGRANGE GA. IFR TAKEOFF MINIMUMS RWY 2/13/20/31 200-1.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/376 FI/T (CTJ) WEST GEORGIA REGIONAL, CARROLLTON, GA. NDB RWY 34 AMDT 1 NA.

FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

FDC 0/762 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE AUGUSTA GA. VORTAC 137 DEGREE RADIAL AT 29 NAUTICAL MILE. PURSUANT TO FEDERAL REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 MEAN SEA LEVEL. SAVANNAH GA /SAV/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL

VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

#FDC 0/974 FLIGHT RESTRICTION WILL BE IN EFFECT JUNE 301100 UNTIL JULY 010500 WITHIN A 2 STATUTE MILE RADIUS OR THE ATLANTA GA /ATL/ VORTAC 142 DEGREE RADIAL AT 30 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL. ATLANTA GA. IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

#FDC 0/966 FI/P/SDF/STANDIFORD FIELD, LOUISVILLE, KY ILS RWY 19 AMDT 1 PROC DATA NOTE ADD AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. THIS IS ILS RWY 19 AMDT 2.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO EWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/751 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 13 AMDT 2 AND VOR RWY 5 AMDT 2 TERMINAL RTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT 090-270 DEG 3200 FT LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM RSY NDB 270-090 DEG 1900 FT 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG, GREER, SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

TENNESSEE

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 0/752 FI/T /BNA/ NASHVILLE METROPOLITAN NASHVILLE TN. ILS RWY 20R ORIG SI ILS RWY 20R MINS NA.

FDC 0/758 FI/T /GCY/ GREENEVILLE MUNI GREENEVILLE TN. NDB RWY 5 AMDT 2 LOCAL ALSTG NA.

FDC 0/843 FI/T /HDI/ HARDWICK FIELD CLEVELAND TN. NDB RWY 3 ORIG SI AND CIRCLING

MDA 1740 FT. HAA/HAT 866 FT CATS A/B/C. SI AND CIRCLING MINIMUMS CAT D NA. VIS CAT C 21/2 MI.

#FDC 0/892 FI/T /TYS/ MCGHEE TYSON KNOXVILLE TN. ILS RWY 4L AMDT 2 SI ILS RWY 4L MINIMUMS NA.

#FDC 0/893 FI/T /MEM/ MEMPHIS INTL MEMPHIS TN. ILS RWY 9 AMDT 22 SI ILS RWY 9 MINIMUMS NA.

#FDC 0/908 FI/T /DKX/ DOWNTOWN ISLAND KNOXVILLE TN. VOR-A AMDT 2 VOR/DME-B AMDT 1 RNAV RWY 26 ORIG NA.

FDC 9/853 FI/T (TYS) MCGHEE-TYSON KNOXVILLE, TN. ILS RWY 4L AMDT 2 AUTO PILOT COUPLED APPROACHES NA.

SOUTHWEST

ARIZONA

#FDC 0/895 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE WINSLOW /INW/ VORTAC 167 DEGREE RADIAL AT 078 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 ABOVE GROUND LEVEL. PHOENIX /PHX/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/929 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE TUCSON AZ. /TUS/ VORTAC 139 DEGREE RADIAL AT 054 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FEET ABOVE GROUND LEVEL. TUCSON AZ. /TUS/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/952 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE PRESCOTT AZ. /PRC/ VORTAC 028 DEGREE RADIAL AT 066 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 ABOVE GROUND LEVEL. PRESCOTT AZ /PRC/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/972 FLIGHT RESTRICTIONS 10 NAUTICAL MILE RADIUS OF THE FT. HUACHUCA /FHU/ VOR 188 DEGREE RADIAL AT 12 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 ABOVE GROUND LEVEL. DUGLAS AZ. IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDB RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/694 FI/T /CAG/ CRAIG-MOFFAT CRAIG CO. VOR RWY 25 ORIGINAL VOR/DME RWY 7 ORIGINAL USE HAYDEN CO. ALTIMETER SETTING INCREASE ALL MDA 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER SETTING NOT AVAILABLE.

FDC 0/802 FI/T /PUE/ PUEBLO MEMORIAL PUEBLO CO. RWYS 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. IFR DEP PROCS TKOF MINS RWYS 8L-R/26L-R/12/17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

FDC 0/873 FI/P /COS/ CITY OF COLORADO SPRINGS CO. ILS RWY 35 AMDT 31. S-ILS DH 6275 VIS 2400 HAT 206 ALL CATS. S-LOC VIS 2400 CAT A B C 4000 CAT D. CHANGE ILS UNUSABLE NOTE TO READ GLIDE SLOPE UNUSABLE BELOW 6275. DELETE MM INOPERATIVE TABLE NOTE. THIS IS AMDT 32.

*FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

*FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 9/1321 FI/T (PUE) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

UTAH

FDC 0/763 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG. FOR TACAN MILITARY EQUIPPED ACFT ADD THE FOLLOWING: CAT E CIRCLING MDA 5760 FT VIS 3 MILES HAA 1520 FT. CHANGE R-067/5 DME FIX TO R-067/10 DME BVL VORTAC. ALTERNATE MINS CAT E 1600-3. 15 NM PROCEDURE TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH INSTRUCTIONS: TACAN-ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NE, LEFT TURNS 247 DEG INBOUND 5 NM LEGS.

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

*FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVIALABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

*FDC 0/962 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE SALT LAKE CITY /SLC/ VORTAC 073 DEGREE RADIAL AT 046 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 7000 ABOVE GROUND LEVEL. SALT LAKE CITY /SLC/ IS COORDINATING FLIGHT SERVICE STATION.

NORTH CENTRAL

IOWA

FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/522 FI/T /GLD/ RENNER FIELD/GOODLAND MUNI/ GOODLAND KS. NDB RWY 30 AMDT 1 LOC RWY 30 AMDT 1 VOR RWY 30 AMDT 2 VOR/DME RWY 30 ORIG RNAV RWY 12 AMDT 2. ADD PROC DATA NOTE WHEN CONTROL ZONE NOT IN EFFECT ALTERNATE MINS NA.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 0/712 FI/T /EMP/ EMPORIA MUNI/ EMPORIA KS. VOR-A AMDT 9 ALTN MINIMUMS NA FROM 0400Z TO 1100Z.

FDC 0/713 FI/T /SLN/ SALINA MUNI/ SALINA KS. NDB RWY 35 AMDT 10 ILS RWY 35 AMDT 12 VOR RWY 17 /TAC/ AMDT 12 RNAV RWY 17 AMDT 5 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES. 1. USE CONCORDIA/KS ALSTG. 2. INCREASE ALL MDA 200 FT. 3. ALTN MINIMUMS NA.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/787 FI/T /MHK/ MANHATTAN MUNI, MANHATTAN, KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 11 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA, KS ALSTG BUT APLY SALINA KS. ALSTG MINIMA 2. ALTN MINIMUMS NA.

FDC 0/821 FI/T FOLLOWING AIRWAYS NA FROM 0400Z to 1100Z V4 HLC VORTAC TO SLN VORTAC V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC. MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/V132 STEAL INT TO HUT VORTAC 4500 V4N/V261 CHARI INT TO MHK VOR 5000. V132 CASSO INT TO CNU VOR 5000. V77/V280 HEYDN INT TO TOP VORTAC 4500.

FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

FDC 9/1431 FI/T (LBL) LIBERAL MUNI LIBERAL KS. VOR/DME RWY 17 ORIG, VOR/DME RWY 35 ORIG, RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 11/4 MILES, CAT D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35 AMDT 8 SI MDA ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 11/2 MILES. WHEN USING GARDEN CITY KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS.

MINNESOTA

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

FDC 0/655 FI/T /DLH/ DULUTH MUNI DULUTH MN. RADAR-1 AMDT 14 PAR RWY 9 NA.

FDC 0/700 FI/P /D42/ SPRINGFIELD MUNI SPRINGFIELD MN. VOR/DME RWY 13 AMDT 1 ADD PROC DATA NOTE ACTIVATE MIRLS AND VASI RWY 13-31 - 122.8. THIS IS VOR/DME RWY 13 AMDT 2.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC 220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

#FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3.

TERMINAL ROUTE ELTCN INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

#FDC 0/935 FI/T /BIS/ BISMARCK MUNI BISMARCK ND. LOC/DME BC RWY 13 AMDT 5 NA. ILS RWY 31 AMDT 29 I-BIS 7.2 DME AT COLIJ LOM UNUSABLE. OFTEN INT REDESIGNATED AS BIS R-229 AND SE CRS I-BIS.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z–1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMEI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM CCTAC TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANIE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM RCAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

FDC 0/854 FI/P /EUG/ MAHLON SWEET FIELD EUGENE OR. CORRECT US GOVT CHART AL-140 NW VOR-1 EFF 17 APR 80. VOR/DME RWY 3 (TAC) AMDT 1 CHANGE PROC DATA NOTE TO READ WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES: 1. USE SALEM OR. ALSTG. 2. INCREASE ALL MDAS 220 FT. 3. ALTN MINIMUMS NA.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

#FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCEDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPCIIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

#FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM CNP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND E 2 MILES.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRC INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

WYOMING

FDC 0/756 FI/T /RWL/ RAWLINS MUNICIPAL RAWLINS WY. VOR/DME RWY 22 ORIG NA.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN PORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/391 FI/T GREEN 12, ELFEE, ALASKA NDB TO HUMBOLDT, ALASKA NDB TO PORT HEIDEN ALASKA, NDB; GREEN 10 HUMBOLDT, ALASKA NDB TO PORT HEIDEN, ALASKA NDB NOT AUTHORIZED.

FDC 0/412 FI/T /SDP/ SAND POINT SAND POINT AK. NDB-B ORIG. NDB/DME-A ORIG. NDB/DME RWY 33 ORIG PROC NA.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 806 FT.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARB TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

#FDC 0/965 FI/T /KTN/ KETCHIKAN INTERNATIONAL KETCHIKAN AK. ILS/DME -1 RWY 11 AMDT 2 SI ILS RWY 11 VIS 3 MILES ALL CATS.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:
1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.

3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

#FDC 0/969 OMEGA STATION E LA-REUNION WILL BE OFF AIR FOR ANNUAL MAINTENANCE FROM JULY 010500-281600.

CLASS II NOTAM

AUTOMATED PILOT ADVISORY SYSTEM (APAS)

The National Aeronautics and Space Administration (NASA) in cooperation with the FAA is conducting a demonstration of an experimental Automated Pilot Advisory System (APAS) which provides airport and air traffic advisories to aircraft operating within the vicinity of the Manassas Municipal Airport, Manassas, Virginia. The demonstration started June 23. APAS is operated each day that VFR conditions exist from 9 a.m. to 5 p.m. local time, including weekends. The evaluation will run 4 to 6 weeks.

During the hours when APAS is in operation, it is recommended that all pilots using Manassas obtain airport advisory information from the APAS frequency (123.2) in lieu of UNICOM and remain on the APAS frequency for traffic advisory information. NOTE: Pilot transmissions are not permitted on APAS frequency 123.2. Pilots should use UNICOM when APAS traffic advisories are not being broadcast.

The APAS sysem consists of a short-range radar; a minicomputer to process radar data; a small weather station which includes an anemometer, barometric, temperature, a dew point sensors and a voice response system to generate voice messages based on the results of computer processing. To utilize the APAS, an aircraft is only required to have a standard VHF radio to receive the voice transmissions on frequency 123.2. Once the pilot tunes in the proper frequency, he will receive airport advisory information once every 2 minutes and traffic advisory information once every 20 seconds.

The experimental APAS is strictly a pilot advisory system designed to enhance the "see-and-avoid" rule. Use of the system in no way obviates the pilot's responsibility to see-and-avoid other aircraft. Rather, it should increase the pilot's awareness of the traffic situation at the airport.

Handout material is available from the fixed-base operator at the Manassas Airport or may be obtained by visiting the NASA APAS trailer located on the airfield south of the fixed base operations office. The APAS engineer on duty will brief pilots who visit the APAS van, answer questions about the system, and accept pilot comments. Handout material can also be obtained by writing to NASA attention: Mr. John L. Parks, Jr., APAS Project Manager, NASA Wallops Flight Center, Wallops Island, Virginia 23337. All pilots using the Manassas Airport are urged to obtain a copy of the handout material.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

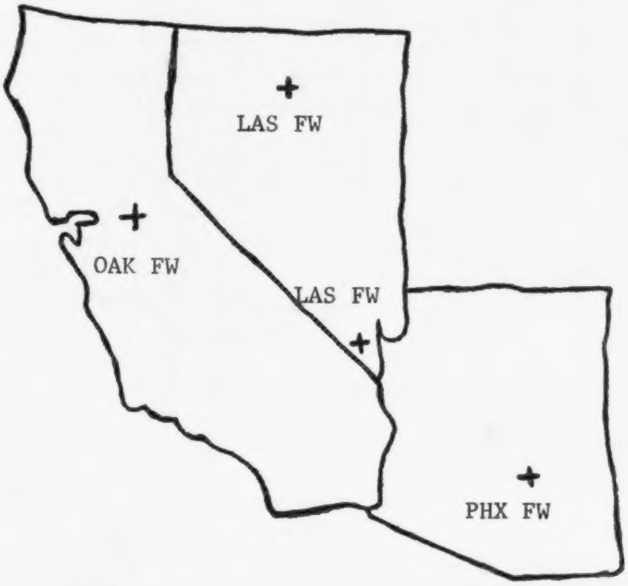
TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

Commencing in July 1980, the Federal Aviation Administration, Western Region, will conduct a six month evaluation of the suitability of high altitude, Flight Level 180 and above, En Route Flight Advisory Service communication outlets. All facilities will transmit and receive on frequency 134.825 MHZ. The chart, below, shows the approximate location of the outlets and the flight watch facility that provides the service. The outlets are as follows:

Flight Watch Facility	Location of Antennas
Oakland FSS	Angels Camp, California
Las Vegas FSS	Battle Mountain, Nevada
	Good Springs, Nevada
Phoenix FSS	Mt. Humbolt, Arizona



Check NOTAMs for the actual date of Commissioning of outlets. User comments regarding the effectiveness of this service are solicited.

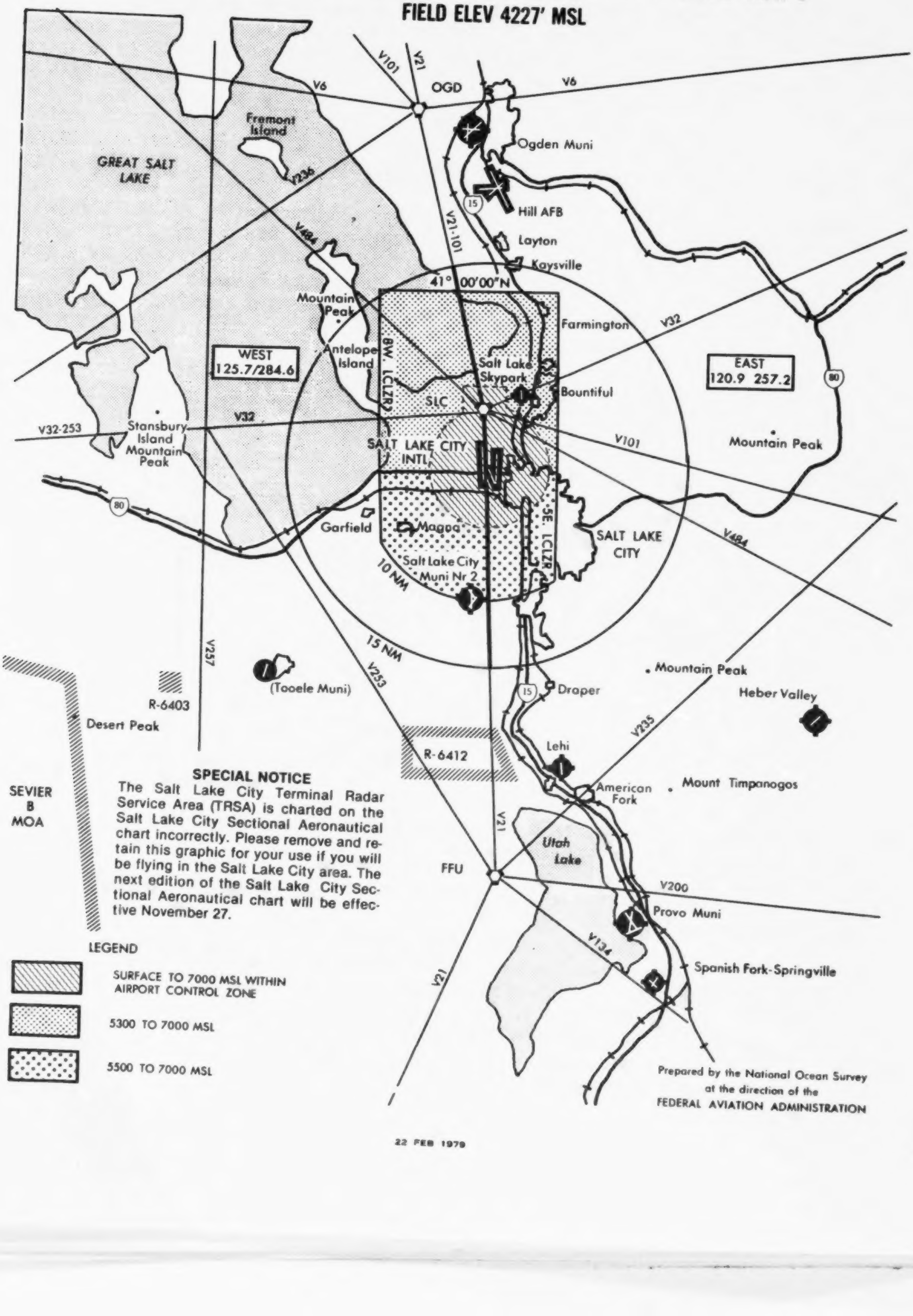
Telephone comments to any of the participating Flight Watch Facilities or mail comments to:

Department of Transportation
Federal Aviation Administration
Western Regional Headquarters
P.O. Box 92007
World Way Postal Center
Los Angeles, California 90009
Attention: AWE-540

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SALT LAKE CITY, UTAH, SALT LAKE CITY INTL ARPT

FIELD ELEV 4227' MSL


V101
V21
OGD
V6
V6
Fremont Island
GREAT SALT LAKE
V236
Ogden Muni
15
Hill AFB
V21-101
V484
Layton
Kaysville
41° 00'00"N
Mountain Peak
Farmington
V32
WEST
125.7/284.6
Antelope Island
8W. LCLZR
Salt Lake Skypark
EAST
120.9 257.2
80
Bountiful
SLC
V32-253
Stansbury Island Mountain Peak
V32
SALT LAKE CITY INTL
V101
Mountain Peak
80
Garfield
Magna
5E. LCLZR
SALT LAKE CITY
V484
10 NM
Salt Lake City Muni Nr 2
15 NM
V257
V253
(Tooele Muni)
Mountain Peak
15
Draper
Heber Valley
R-6403
Desert Peak
V235
R-6412
Lehi
SEVIER B MOA
American Fork
Mount Timpanogos
V21
Utah Lake
FFU
V200
Provo Muni
V134
Spanish Fork-Springville
V21

SPECIAL NOTICE

The Salt Lake City Terminal Radar Service Area (TRSA) is charted on the Salt Lake City Sectional Aeronautical chart incorrectly. Please remove and retain this graphic for your use if you will be flying in the Salt Lake City area. The next edition of the Salt Lake City Sectional Aeronautical chart will be effective November 27.

LEGEND

▨	SURFACE TO 7000 MSL WITHIN AIRPORT CONTROL ZONE
░	5300 TO 7000 MSL
⁘	5500 TO 7000 MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

22 FEB 1979

NOTICE TO AIRMEN
DAYTON AIR FAIR 1980

Special Air Traffic Procedures for Air Fair '80, July 18, 19 and 20, 1980, Dayton, Ohio.

The following special procedures have been established to maintain the safe, orderly flow of Air Traffic operating at Dayton International Airport for Air Fair '80 on July 18, 19 and 20, 1980. These procedures are required to due to the large volume of traffic anticipated in the Dayton area. VFR flights are required to cooperate by adhering to the special procedures when arriving and departing Dayton International Airport.

VFR ARRIVAL PROCEDURES: All VFR flights will be provided Stage III service. Flights landing at Dayton International shall contact Dayton Approach Control on the appropriate frequency 20 miles from the airport and proceed to one of the four VFR outer arrival points depicted on the enclosed map. Aircraft will be sequenced from these points to the airport traffic pattern or be asked to hold dependent upon traffic volume. DO NOT proceed beyond these outer points unless advised to do so by Dayton Approach. Aircraft should maintain 2500′ MSL or above when cleared to depart the outer points for the airport. Pilots are to be especially alert for radio frequency assignments and whether assigned the LEFT or RIGHT runway for landing. Field elevation is 1008′ MSL.

DEPARTURE PROCEDURES: Detailed departure instructions will be disseminated at the entry gate to each of the aircraft parking areas. These instructions *SHOULD BE CAREFULLY READ AND FOLLOWED*. Adherence to these instructions will expedite your departure.

DELAYS: Some arrival and departure delays may be expected each day.

ATIS: Pertinent information will be broadcast continuously on frequency 125.8 MHZ. It is imperative that all pilots operating at Dayton International monitor the ATIS prior to contacting the control facility.

IFR ARRIVALS: IFR flights should file their flight plans from point of departure. Pilots attempting to file IFR enroute within 100 miles of Dayton may encounter excessive delay.

VFR ENROUTE TRAFFIC: It is strongly recommended that VFR overflights remain clear of a 30 mile radius of Dayton Airport below 10,000 feet.

WAKE TURBULENCE: All pilots are urged to exercise extreme caution as wake turbulence conditions may exist in the terminal area.

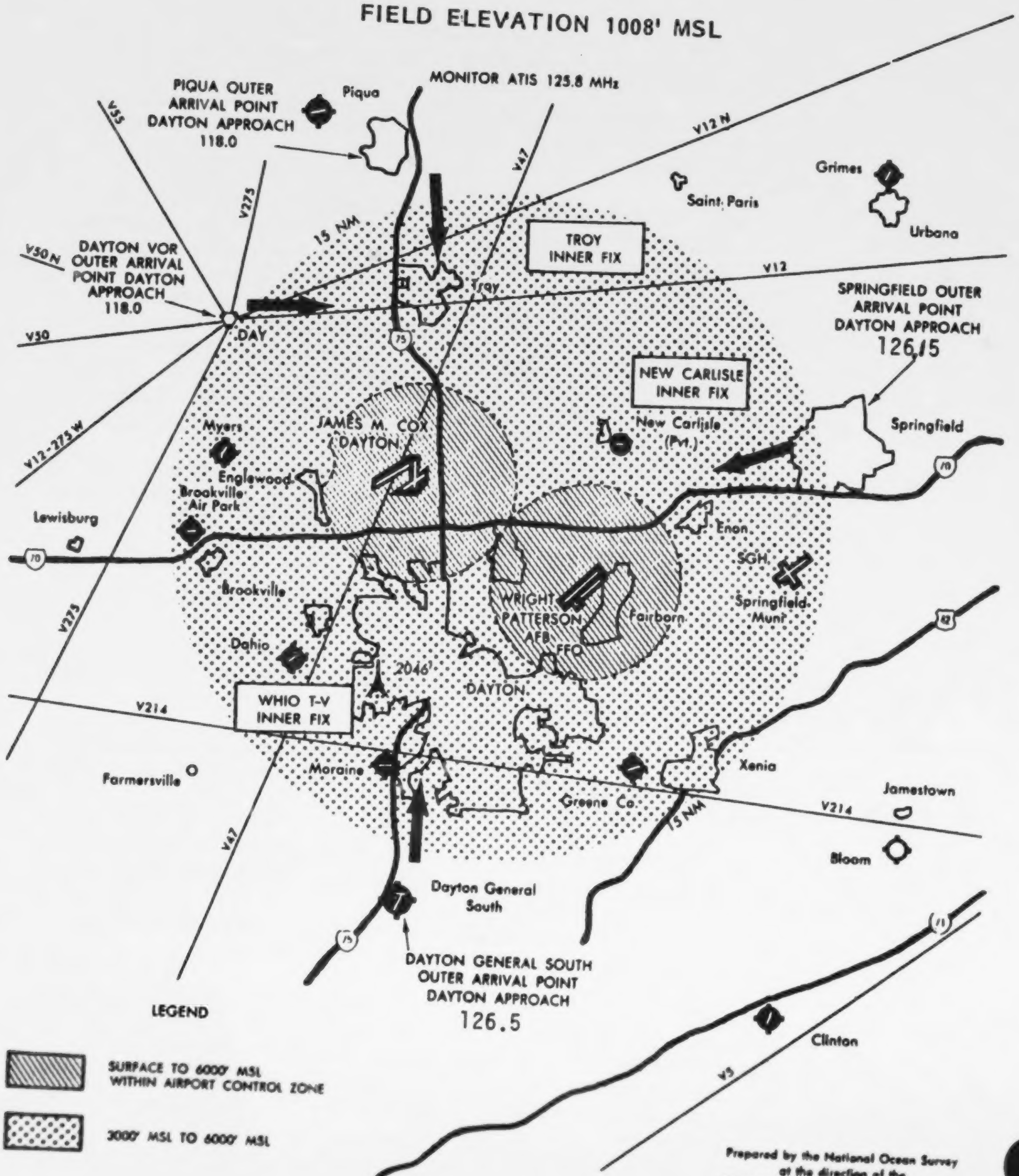
PILOT PRE-FLIGHT BRIEFING: Pilots are encourage to visit the FSS, obtain pre-flight briefings and file flight plans with FAA FSS specialist in the new FSS building located adjacent to the main entrance. Pilots are requested to file flight plans at least one hour prior to proposed departure times. Telephone briefings are also available . . . call 898-3692.

DAYTON AIR FAIR '80

JULY 18, 19 & 20, 1980

VFR ARRIVALS
DAYTON INTERNATIONAL AIRPORT
DAYTON, OHIO

FIELD ELEVATION 1008' MSL


MONITOR ATIS 125.8 MHz
PIQUA OUTER ARRIVAL POINT DAYTON APPROACH 118.0
Piqua
V55
V275
V47
V12 N
Grimes
Saint Paris
Urbana
15 NM
DAYTON VOR OUTER ARRIVAL POINT DAYTON APPROACH 118.0
V50 N
TROY INNER FIX
V12
Troy
SPRINGFIELD OUTER ARRIVAL POINT DAYTON APPROACH 126.15
V50
DAY
75
NEW CARLISLE INNER FIX
JAMES M. COX DAYTON
Myers
New Carlisle (Pvt.)
Springfield
V12-275 W
Englewood
Brookville Air Park
70
Lewisburg
Enon
SGH
70
Brookville
WRIGHT PATTERSON AFB
FFO
Fairborn
Springfield Muni
V275
Dahio
2046
42
DAYTON
WHIO T-V INNER FIX
V214
Farmersville
Moraine
Xenia
Greene Co.
Jamestown
15 NM
V214
Bloom
V47
Dayton General South
75
DAYTON GENERAL SOUTH OUTER ARRIVAL POINT DAYTON APPROACH 126.5
71
Clinton
V5
LEGEND
SURFACE TO 6000' MSL WITHIN AIRPORT CONTROL ZONE
3000' MSL TO 6000' MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

On or about June 10, 1980, Alert Weather Watch (AWW) and Convective SIGMET (WST) will be added to the Computer Generated Voice Response System (VRS). A Public Demonstration of this system is currently being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Forecast Winds Aloft, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entere, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When forecasts winds aloft are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:

Washington, DC (202) 347-3222

Columbus, Ohio area:

Columbus	(614) 461-1659
Lancaster	(614) 654-5457
Marion	(614) 382-1777
Mansfield	(419) 525-2955
Newark	(614) 345-1493

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"HELLO", Current Greenwich Time is 1831.

S—"Enter Location Identifier".

P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #

S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT ID"

P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #

S—"INDIA"; "LIMA", "GOLF"; "Enter next ID"

P—# # (If no additional entries, enter # #

S - "Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P - Y; ##

S - "For Pensylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line inbedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceeding system dialogue will vary considerably due to the many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e. Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you want terminal forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want forecast winds aloft, answer yes or no?"
P—Y; # #
S—"How many hours from now; maximum is 30?"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"
S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S—"Do you want more information, answer yes or no?"
P—Y; # #
S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

SACRAMENTO VALLEY, CALIFORNIA

MC CLELLAN AFB BEALE AFB MATHER AFB SACRAMENTO METROPOLITAN

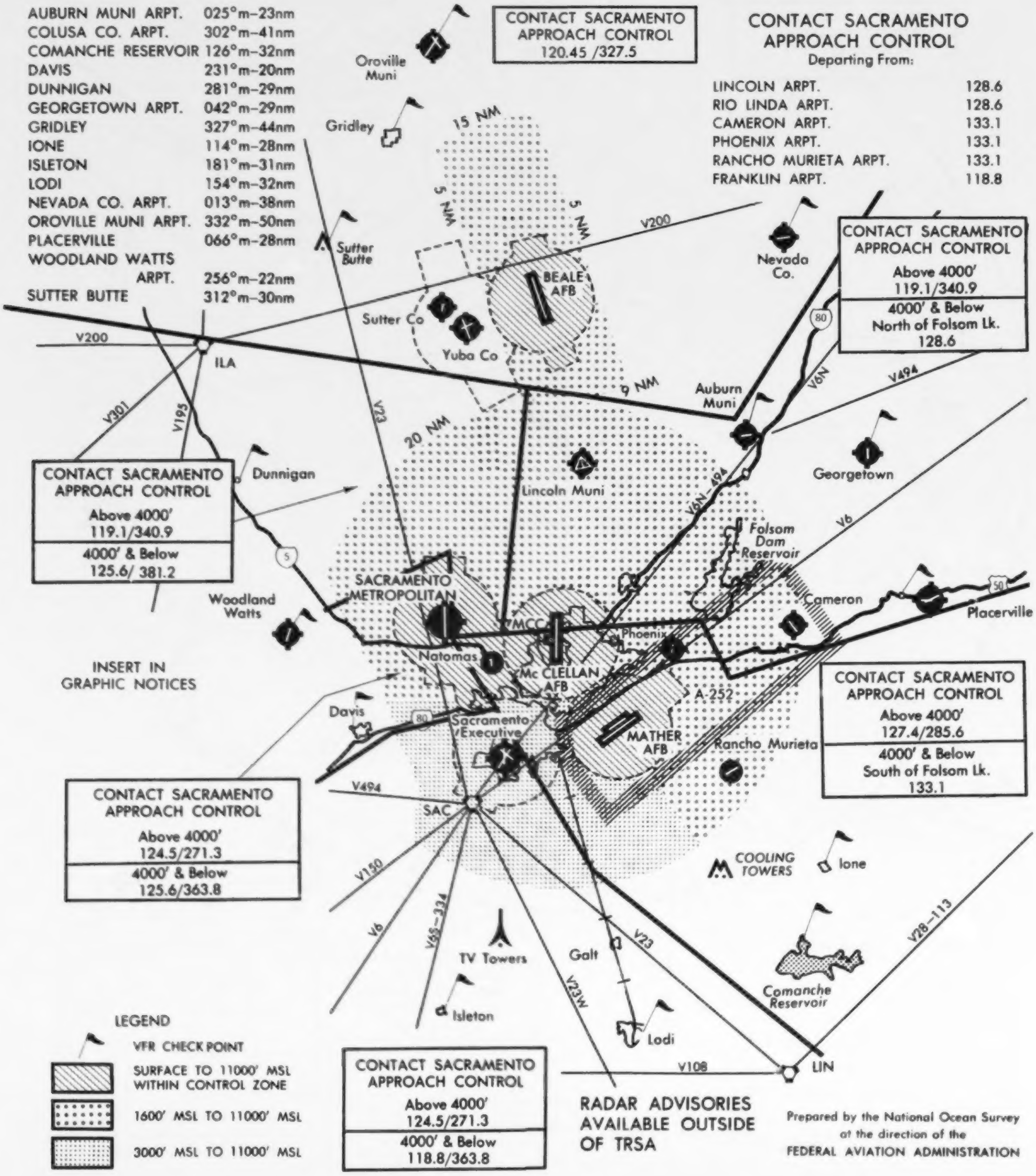
FIELD ELEVATION 76′ MSL

VFR CHECK POINTS
(From McClellan AFB)

AUBURN MUNI ARPT.	025°m–23nm
COLUSA CO. ARPT.	302°m–41nm
COMANCHE RESERVOIR	126°m–32nm
DAVIS	231°m–20nm
DUNNIGAN	281°m–29nm
GEORGETOWN ARPT.	042°m–29nm
GRIDLEY	327°m–44nm
IONE	114°m–28nm
ISLETON	181°m–31nm
LODI	154°m–32nm
NEVADA CO. ARPT.	013°m–38nm
OROVILLE MUNI ARPT.	332°m–50nm
PLACERVILLE	066°m–28nm
WOODLAND WATTS ARPT.	256°m–22nm
SUTTER BUTTE	312°m–30nm

CONTACT SACRAMENTO APPROACH CONTROL
Departing From:

LINCOLN ARPT.	128.6
RIO LINDA ARPT.	128.6
CAMERON ARPT.	133.1
PHOENIX ARPT.	133.1
RANCHO MURIETA ARPT.	133.1
FRANKLIN ARPT.	118.8

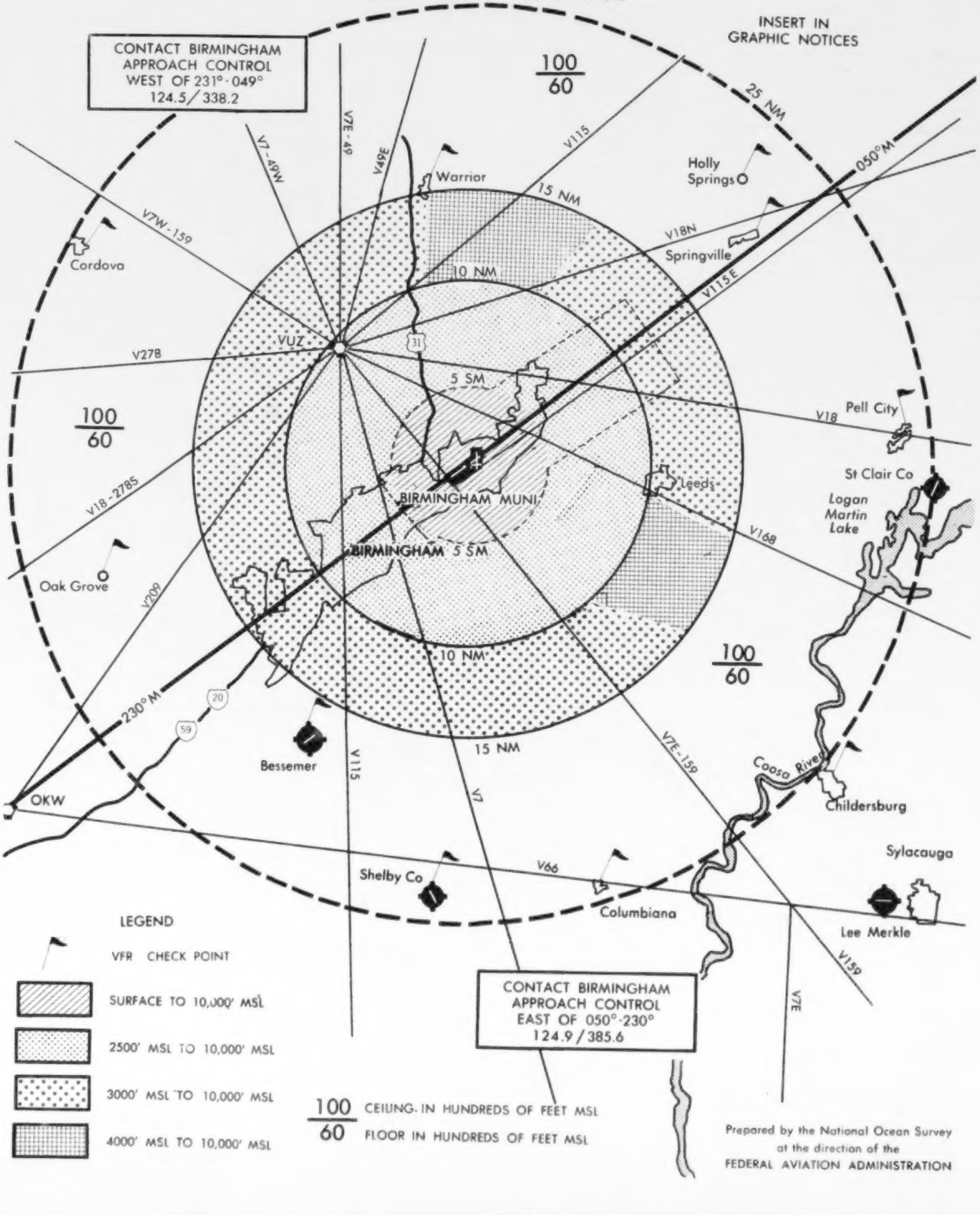

CONTACT SACRAMENTO APPROACH CONTROL
120.45 /327.5
Oroville Muni
Gridley
15 NM
5 NM
5 NM
Sutter Butte
V200
Nevada Co.
CONTACT SACRAMENTO APPROACH CONTROL
Above 4000′
119.1/340.9
4000′ & Below
North of Folsom Lk.
128.6
BEALE AFB
Sutter Co
Yuba Co
80
V200
ILA
9 NM
Auburn Muni
V6N
V494
V301
V195
V23
20 NM
CONTACT SACRAMENTO APPROACH CONTROL
Above 4000′
119.1/340.9
4000′ & Below
125.6/ 381.2
Dunnigan
Lincoln Muni
Georgetown
V6N–494
V6
Folsom Dam Reservoir
5
Woodland Watts
SACRAMENTO METROPOLITAN
MCC
Cameron
50
Placerville
Phoenix
Natomas
Mc CLELLAN AFB
A-252
CONTACT SACRAMENTO APPROACH CONTROL
Above 4000′
127.4/285.6
4000′ & Below
South of Folsom Lk.
133.1
INSERT IN GRAPHIC NOTICES
Davis
80
Sacramento Executive
MATHER AFB
Rancho Murieta
CONTACT SACRAMENTO APPROACH CONTROL
Above 4000′
124.5/271.3
4000′ & Below
125.6/363.8
V494
SAC
COOLING TOWERS
Ione
V150
V6
V48–334
TV Towers
Galt
V23
V23W
V28–113
Comanche Reservoir
Isleton
Lodi
LEGEND
VFR CHECK POINT
SURFACE TO 11000′ MSL WITHIN CONTROL ZONE
1600′ MSL TO 11000′ MSL
3000′ MSL TO 11000′ MSL
CONTACT SACRAMENTO APPROACH CONTROL
Above 4000′
124.5/271.3
4000′ & Below
118.8/363.8
V108
LIN

RADAR ADVISORIES AVAILABLE OUTSIDE OF TRSA

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

16 JUN 1980

BIRMINGHAM, ALABAMA, BIRMINGHAM MUNICPAL AIRPORT
FIELD ELEV. 643′ MSL


INSERT IN GRAPHIC NOTICES
CONTACT BIRMINGHAM APPROACH CONTROL WEST OF 231°-049° 124.5/338.2
CONTACT BIRMINGHAM APPROACH CONTROL EAST OF 050°-230° 124.9/385.6
100/60
100/60
100/60
25 NM
15 NM
10 NM
5 SM
5 SM
10 NM
15 NM
050°M
230°M
V7E-49
V7-49W
V49E
V115
V7W-159
V18N
V115E
V278
V18
V18-278S
V168
V209
V115
V7
V7E-159
V66
V159
V7E
VUZ
OKW
31
20
59
Warrior
Holly Springs
Springville
Cordova
Pell City
St Clair Co
Logan Martin Lake
Leeds
BIRMINGHAM MUNI
BIRMINGHAM
Oak Grove
Bessemer
Coosa River
Childersburg
Sylacauga
Shelby Co
Columbiana
Lee Merkle
LEGEND
VFR CHECK POINT
SURFACE TO 10,000′ MSL
2500′ MSL TO 10,000′ MSL
3000′ MSL TO 10,000′ MSL
4000′ MSL TO 10,000′ MSL
100/60 CEILING IN HUNDREDS OF FEET MSL / FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
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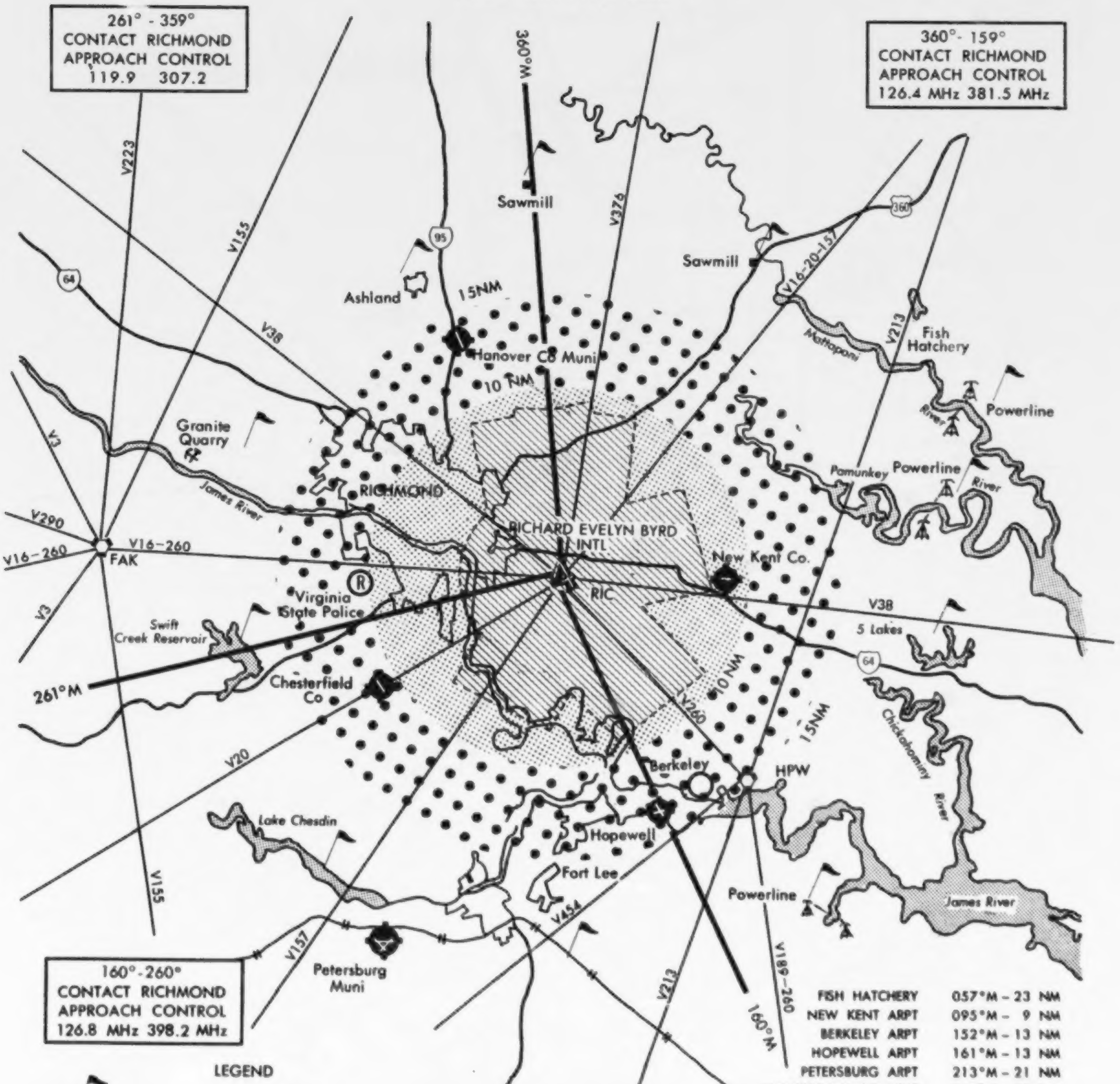
FEDERAL AVIATION ADMINISTRATION

15 MAY 1980

RICHMOND, VA. RICHARD EVELYN BYRD INTERNATIONAL AIRPORT
FIELD ELEV. 168' MSL


360°M
Sawmill
Sawmill
95
360
V376
V16-20-157
V213
Fish Hatchery
Mattaponi
River
Powerline
Pamunkey
Powerline
River
Ashland
15NM
Hanover Co Muni
10 NM
V223
V155
64
V38
Granite Quarry
V3
James River
RICHMOND
V290
V16-260
V16-260
FAK
RICHARD EVELYN BYRD INTL
RIC
New Kent Co.
V38
5 Lakes
64
R
Virginia State Police
Swift Creek Reservoir
261°M
Chesterfield Co
10 NM
V260
15NM
Chickahominy River
V20
Berkeley
HPW
Lake Chesdin
Hopewell
Fort Lee
Powerline
James River
V155
V157
V454
Petersburg Muni
V213
V189-260
160°M

261° - 359°
CONTACT RICHMOND
APPROACH CONTROL
119.9 307.2

360°- 159°
CONTACT RICHMOND
APPROACH CONTROL
126.4 MHz 381.5 MHz

160°-260°
CONTACT RICHMOND
APPROACH CONTROL
126.8 MHz 398.2 MHz

LEGEND

⚑ VFR CHECK POINT

▨ SURFACE TO 7000' MSL WITHIN AIRPORT CONTROL ZONE

░ 2000' TO 7000' MSL

● 3000' MSL TO 7000' MSL

FISH HATCHERY	057°M - 23 NM
NEW KENT ARPT	095°M - 9 NM
BERKELEY ARPT	152°M - 13 NM
HOPEWELL ARPT	161°M - 13 NM
PETERSBURG ARPT	213°M - 21 NM
CHESTERFIELD CO ARPT	245°M - 11 NM
SWIFT CREEK RES	265°M - 17 NM
STATE POLICE ARPT	275°M - 11 NM
ASHLAND	340°M - 17 NM
HANOVER CO ARPT	342°M - 13 NM

INSERT IN
GRAPHIC NOTICES

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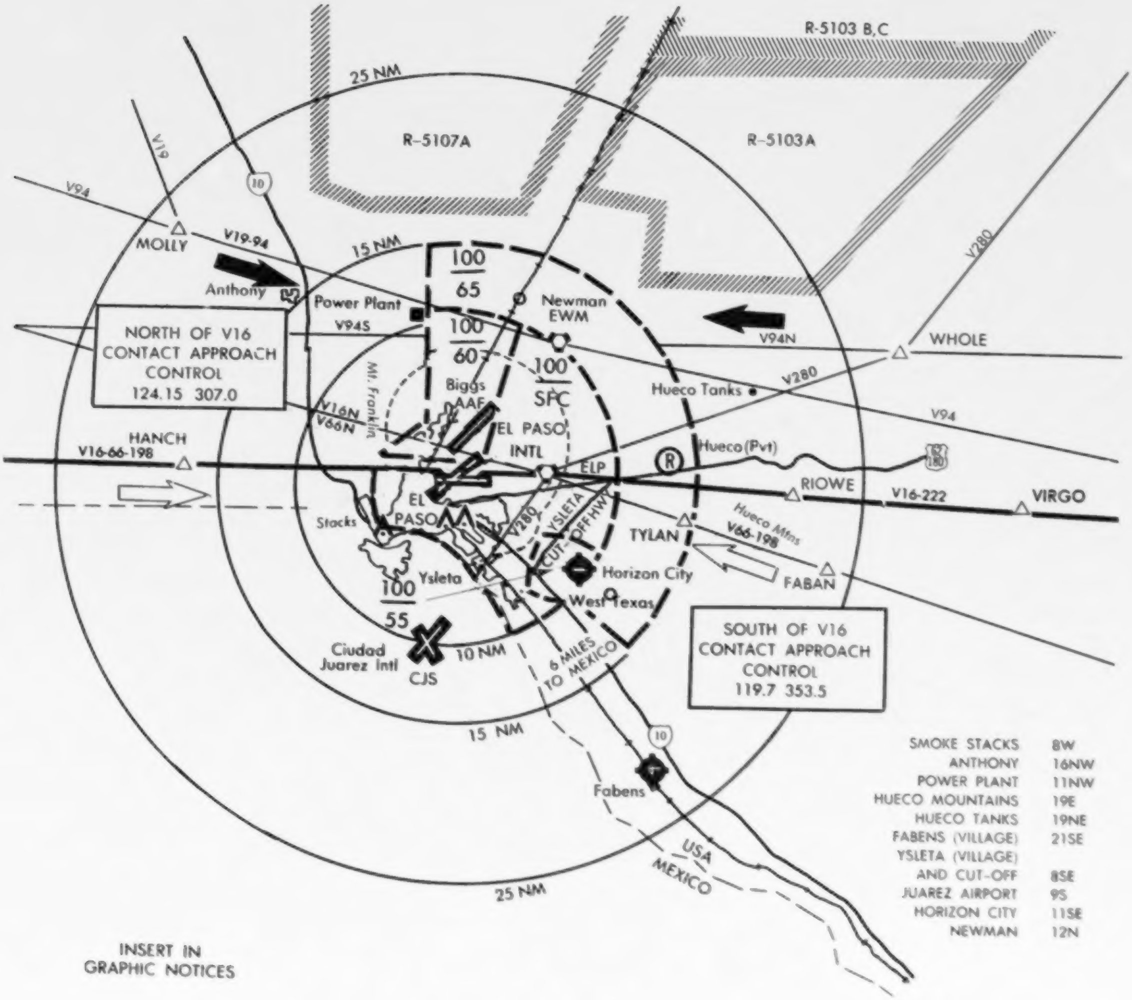
FEDERAL AVIATION ADMINISTRATION

10 JUL 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

EL PASO, TEXAS, EL PASO INTL AIRPORT
FIELD ELEV. 3956′ MSL


R-5103 B,C
R-5107A
R-5103A
25 NM
15 NM
10 NM
V19
V94
V19-94
MOLLY
10
Anthony
Power Plant
V94S
Newman
EWM
100
65
100
60
100
SFC
V94N
WHOLE
V280
Hueco Tanks
V94
Mt. Franklin
Biggs
AAF
EL PASO
INTL
V16N
V66N
HANCH
V16-66-198
ELP
R
Hueco (Pvt)
180
RIOWE
V16-222
VIRGO
EL
PASO
Stacks
V280
YSLETA
CUT-OFF HWY
TYLAN
Hueco Mtns
V66-198
Horizon City
West Texas
FABAN
Ysleta
100
55
Ciudad
Juarez Intl
CJS
6 MILES
TO MEXICO
Fabens
USA
MEXICO
NORTH OF V16
CONTACT APPROACH
CONTROL
124.15 307.0
SOUTH OF V16
CONTACT APPROACH
CONTROL
119.7 353.5

SMOKE STACKS	8W
ANTHONY	16NW
POWER PLANT	11NW
HUECO MOUNTAINS	19E
HUECO TANKS	19NE
FABENS (VILLAGE)	21SE
YSLETA (VILLAGE) AND CUT-OFF	8SE
JUAREZ AIRPORT	9S
HORIZON CITY	11SE
NEWMAN	12N

INSERT IN
GRAPHIC NOTICES

LEGENL

100 60	ALTITUDE CEILING IN HUNDREDS OF FEET MSL ALTITUDE FLOOR IN HUNDREDS OF FEET MSL
⬅	SUGGESTED VFR ROUTES RUNWAYS 22, 26, IN USE
⇦	SUGGESTED VFR ROUTES RUNWAYS 4, 8, IN USE

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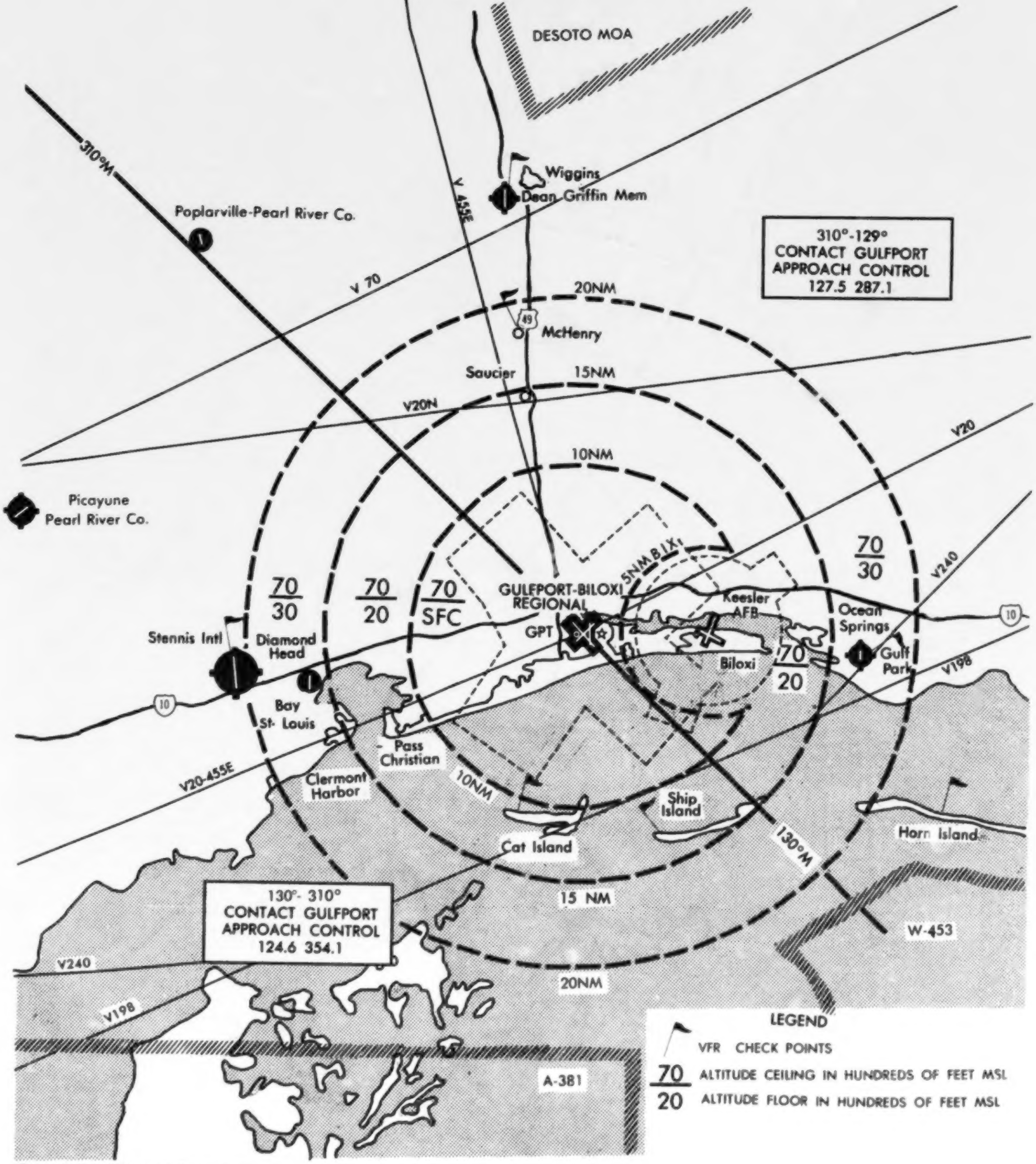
FEDERAL AVIATION ADMINISTRATION

16 JUN 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

GULFPORT, MISSISSIPPI
GULFPORT-BILOXI REGIONAL
FIELD ELEV 28' MSL


DESOTO MOA
Wiggins
Dean Griffin Mem
310°M
Poplarville-Pearl River Co.
V 455E
V 70
310°-129°
CONTACT GULFPORT
APPROACH CONTROL
127.5 287.1
20NM
49
McHenry
Saucier
15NM
V20N
V20
10NM
Picayune
Pearl River Co.
5NM BIX
70
30
70
20
70
SFC
GULFPORT-BILOXI
REGIONAL
GPT
Keesler
AFB
Ocean
Springs
Gulf
Park
Biloxi
70
20
70
30
V240
10
V198
Stennis Intl
Diamond
Head
Bay
St. Louis
10
Pass
Christian
V20-455E
Clermont
Harbor
10NM
Ship
Island
Cat Island
130°M
Horn Island
130°- 310°
CONTACT GULFPORT
APPROACH CONTROL
124.6 354.1
15 NM
W-453
V240
20NM
V198
A-381

LEGEND

VFR CHECK POINTS

70	ALTITUDE CEILING IN HUNDREDS OF FEET MSL
20	ALTITUDE FLOOR IN HUNDREDS OF FEET MSL

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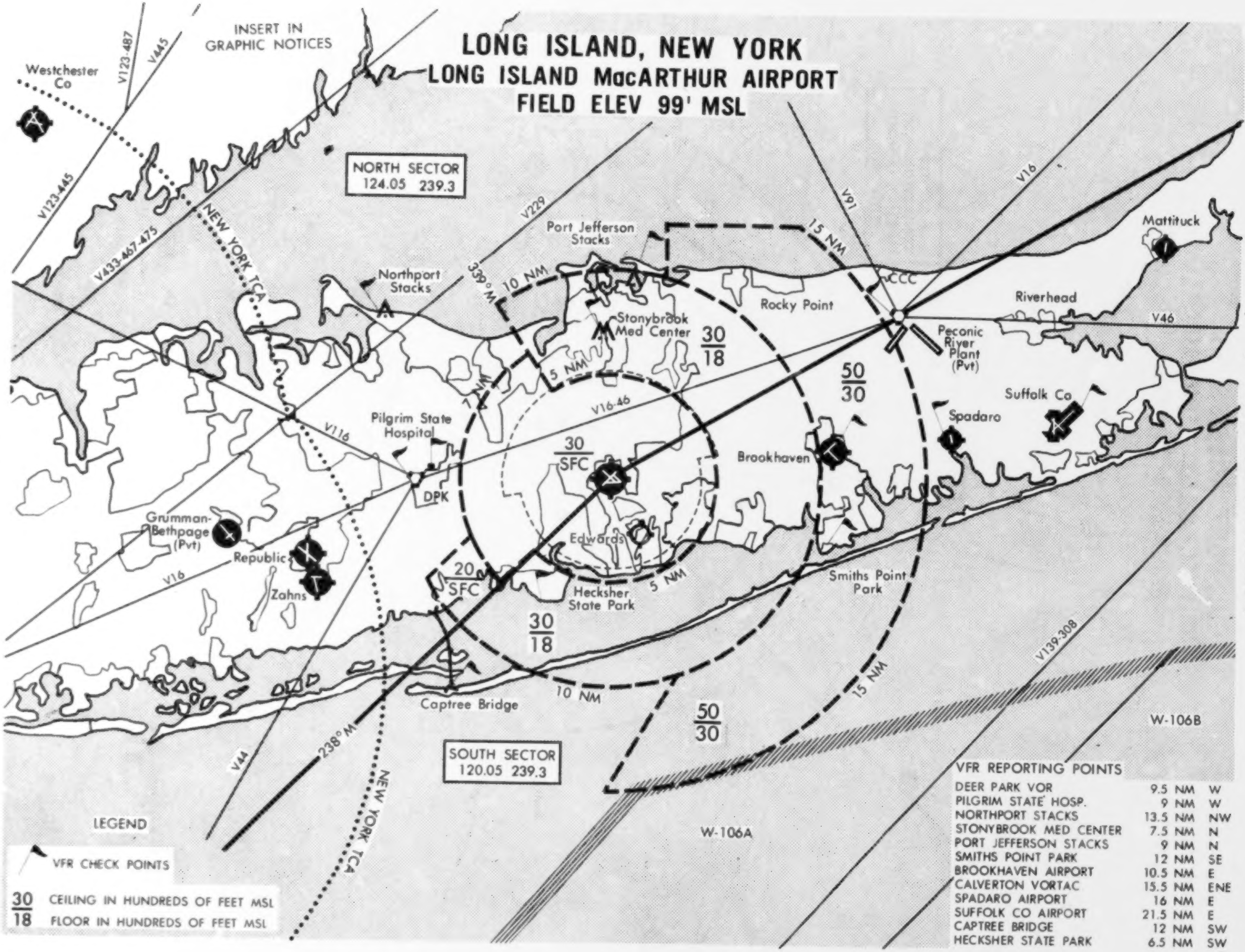
10 JUL 1980

LONG ISLAND, NEW YORK
LONG ISLAND MacARTHUR AIRPORT
FIELD ELEV 99' MSL


INSERT IN GRAPHIC NOTICES
Westchester Co
V123-487
V445
V123-445
V433-467-475
NORTH SECTOR 124.05 239.3
SOUTH SECTOR 120.05 239.3
NEW YORK TCA
V229
Port Jefferson Stacks
Northport Stacks
339°M
10 NM
5 NM
15 NM
V91
V16
Mattituck
CCC
Rocky Point
Riverhead
V46
Stonybrook Med Center
30/18
50/30
Peconic River Plant (Pvt)
Suffolk Co
Spadaro
Brookhaven
V16-46
30/SFC
Pilgrim State Hospital
V116
DPK
Grumman-Bethpage (Pvt)
Republic
Zahns
V16
Edwards
20/SFC
Heckshen State Park
Smiths Point Park
V139-308
Captree Bridge
238°M
V44
W-106B
W-106A
LEGEND
VFR CHECK POINTS
30 CEILING IN HUNDREDS OF FEET MSL
18 FLOOR IN HUNDREDS OF FEET MSL

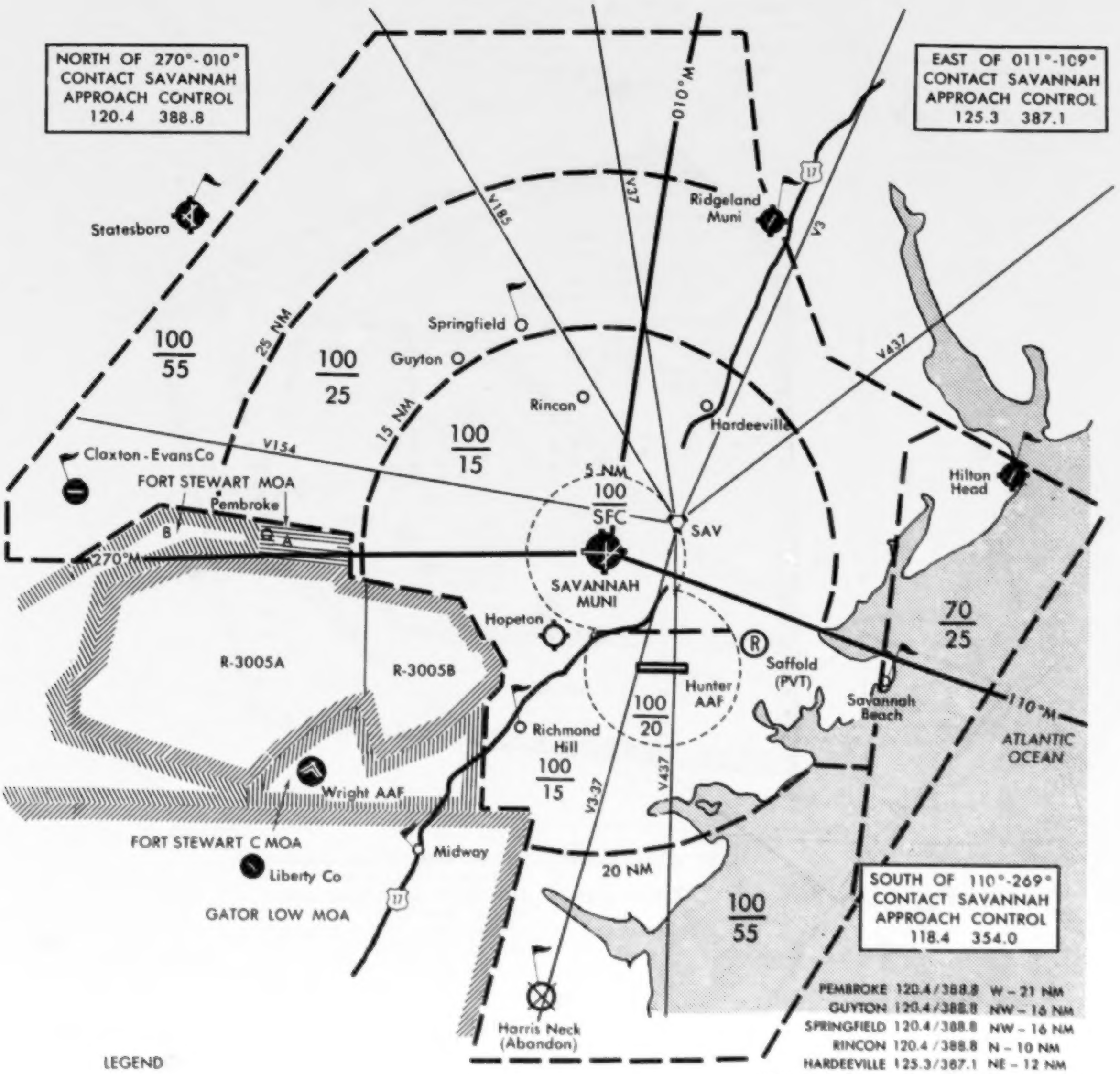
VFR REPORTING POINTS

DEER PARK VOR	9.5 NM	W
PILGRIM STATE HOSP.	9 NM	W
NORTHPORT STACKS	13.5 NM	NW
STONYBROOK MED CENTER	7.5 NM	N
PORT JEFFERSON STACKS	9 NM	N
SMITHS POINT PARK	12 NM	SE
BROOKHAVEN AIRPORT	10.5 NM	E
CALVERTON VORTAC	15.5 NM	ENE
SPADARO AIRPORT	16 NM	E
SUFFOLK CO AIRPORT	21.5 NM	E
CAPTREE BRIDGE	12 NM	SW
HECKSHER STATE PARK	6.5 NM	SW

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

SAVANNAH, GEORGIA
SAVANNAH MUNICIPAL AIRPORT
FIELD ELEV 50' MSL


NORTH OF 270°-010°
CONTACT SAVANNAH
APPROACH CONTROL
120.4 388.8
EAST OF 011°-109°
CONTACT SAVANNAH
APPROACH CONTROL
125.3 387.1
SOUTH OF 110°-269°
CONTACT SAVANNAH
APPROACH CONTROL
118.4 354.0
010°M
V185
V37
V3
V437
V154
V3-37
17
Statesboro
Ridgeland
Muni
Springfield
Guyton
Rincon
Hardeeville
Hilton
Head
Claxton-Evans Co
FORT STEWART MOA
Pembroke
B
A
270°M
5 NM
15 NM
25 NM
20 NM
100
55
100
25
100
15
100
SFC
100
20
70
25
100
15
100
55
SAV
SAVANNAH
MUNI
Hopeton
R-3005A
R-3005B
Saffold
(PVT)
Hunter
AAF
Savannah
Beach
110°M
ATLANTIC
OCEAN
Richmond
Hill
Wright AAF
FORT STEWART C MOA
Midway
Liberty Co
GATOR LOW MOA
Harris Neck
(Abandon)

PEMBROKE	120.4/388.8	W – 21 NM
GUYTON	120.4/388.8	NW – 16 NM
SPRINGFIELD	120.4/388.8	NW – 16 NM
RINCON	120.4/388.8	N – 10 NM
HARDEEVILLE	125.3/387.1	NE – 12 NM
SAVANNAH BEACH	118.4/354.0	SE – 20 NM
RICHMOND HILL	118.4/354.0	SW – 12 NM
HARRIS NECK (ABANDONED)	118.4/354.0	S – 29 NM
MIDWAY	118.4/354.0	SW – 22 NM

LEGEND

100 CEILING IN HUNDREDS OF FEET MSL

25 FLOOR IN HUNDREDS OF FEET MSL

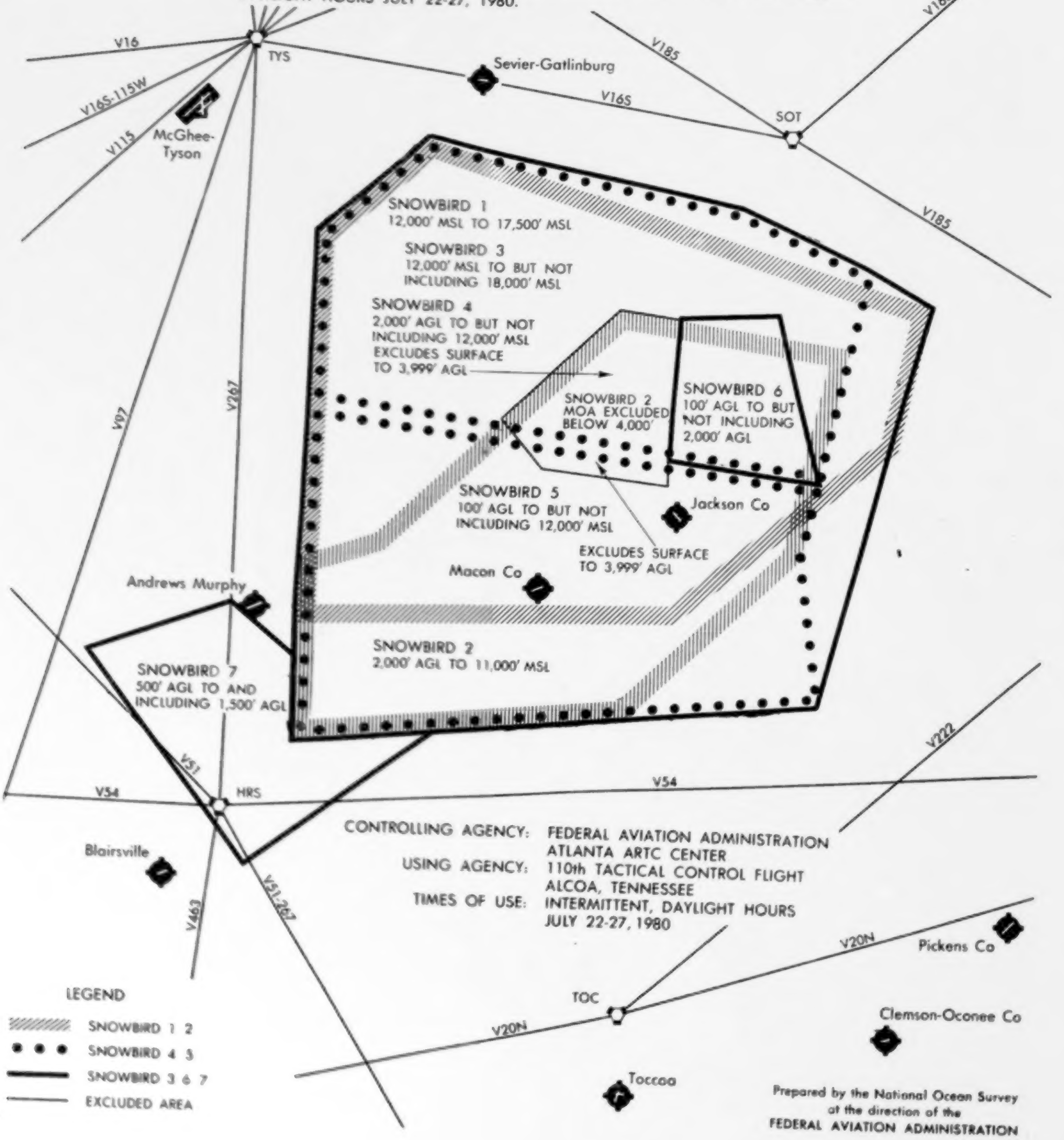
VFR CHECK POINTS

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

16 JUN 1980

SENTRY VOLUNTEER 80
GEORGIA-NORTH CAROLINA-TENNESSEE
TEMPORARY MOAs
SNOWBIRD 3, 4, 5, 6 & 7
JULY 22-27, 1980

IN ADDITION TO THE EXISTING SNOWBIRD ONE AND TWO MOAS, SNOWBIRD THREE, FOUR, FIVE, SIX AND SEVEN TEMPORARY MOAS HAVE BEEN ESTABLISHED IN SUPPORT OF A MILITARY READINESS EXERCISE BEING CONDUCTED DURING DAYLIGHT HOURS JULY 22-27, 1980.


V16
TYS
V16S-115W
V115
McGhee-Tyson
Sevier-Gatlinburg
V185
V16S
SOT
V16S
V185
SNOWBIRD 1
12,000' MSL TO 17,500' MSL
SNOWBIRD 3
12,000' MSL TO BUT NOT INCLUDING 18,000' MSL
SNOWBIRD 4
2,000' AGL TO BUT NOT INCLUDING 12,000' MSL
EXCLUDES SURFACE TO 3,999' AGL
SNOWBIRD 2
MOA EXCLUDED BELOW 4,000'
SNOWBIRD 6
100' AGL TO BUT NOT INCLUDING 2,000' AGL
V97
V267
SNOWBIRD 5
100' AGL TO BUT NOT INCLUDING 12,000' MSL
Jackson Co
EXCLUDES SURFACE TO 3,999' AGL
Macon Co
Andrews Murphy
SNOWBIRD 2
2,000' AGL TO 11,000' MSL
SNOWBIRD 7
500' AGL TO AND INCLUDING 1,500' AGL
V222
V51
V54
HRS
V54
Blairsville
V463
V51-267
V20N
Pickens Co
TOC
V20N
Clemson-Oconee Co
Toccoa
LEGEND
▨ SNOWBIRD 1 2
● ● ● SNOWBIRD 4 5
━ SNOWBIRD 3 6 7
— EXCLUDED AREA

CONTROLLING AGENCY: FEDERAL AVIATION ADMINISTRATION
ATLANTA ARTC CENTER
USING AGENCY: 110th TACTICAL CONTROL FLIGHT
ALCOA, TENNESSEE
TIMES OF USE: INTERMITTENT, DAYLIGHT HOURS
JULY 22-27, 1980

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

July 24, 1980

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August 7, 1980

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

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SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF JULY 10, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESSS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

ALABAMA

NO NOTICES THIS ISSUE

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

PHOENIX SKY HARBOR INTL ARPT: Rwy 26L clsd lndg turbo, jet & acft 12,500 lts & over except W 5000' avbl for acft below 12,500 lbs btn 0500-2100 wkday until 7/25. (7/80)

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)
POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 clsd. (3/80)
STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

CHINO ARPT: Rwy 08-26 clsd until 7/30. (6/80)
GRASS VALLEY NEVADA COUNTY ARPT: Thr Rwy 25 dsplcd 200 ft. VASI Rwy 25 OTS UFN. (7/80)
LAKE HUGHES VORTAC: Avoid flying below 3000 ft AGL over or near the California Condor nesting area located within 10 miles west (180-360) of the Lake Hughes VORTAC. (7/80)
REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)
SACRAMENTO EXECUTIVE ARPT: Rwy 16-34 3491 ft. by 150 ft. Thr Rwy 16 no longer dsplcd. Rwy 02-20 5501 ft. by 150 ft. Thr Rwy 20 no longer dsplcd. (7/80)
SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80) Rwy 09-27 edge lgts and cntrln temply dsplcd either N or S & rwy width reduced to 150 ft vice 200 ft. Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Rwy 09 SSALR OTS until 8/8. Rwy 27 MALS OTS until 10/26. (7/80) ATCT clsd 0000-0600 until 10/26.
SAN FRANCISCO INTL: ILS Rwy 28L OTS until 7/30. (6/80) ILS Rwy 19L OTS 8/5-8/15.

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO
NO NOTICES THIS ISSUE

CONNECTICUT
NO NOTICES THIS ISSUE

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 530 ft cranes 2.4 miles NW of arpt. Five lgtd 300 ft. cranes 1300 ft. west of AER 15. (7/80)

FLORIDA

CRYSTAL RIVER: Unicom freq 122.7. (7/80)
LAKELAND MUNI ARPT: Unicom freq 122.95. (7/80)
MIAMI INTL ARPT: RAILS Rwy 09R OTS until 8/1. (4/80) Rwy 12-30 clsd B747 tkoffs UFN. (4/80) Thr Rwy 30 dsplcd 1761 ft. (7/80)
ORLANDO INTL ARPT: ILS Rwy 36R CAT 2 NA. (7/80)
PENSACOLA REGIONAL ARPT: Mil opns Tue & Wed 0800-0900 until 12/80. WI 5 NM of NPA/TACAN/062 deg radial 21 DME (OLF Choctow) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

GEORGIA

ALANTA CLAYTON VOR "LYN" unusable 085-095 beyond 12 NM all altitudes (7/80)
SAVANNAH: VOR "SVN" OTS until 7/25. (7/80)
VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)
POCATELLO MUNI ARPT: Glide slope OTS 7/14-8/7. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

AURORA/SUGAR GROVE: Effective 8/1 ctlz hrs will be 0600-2000. (7/80)
LINCOLN NDB RTS
CHICAGO-±O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS 6/1-8/25. (5/80) Rwy 09R clsd to all opns until 8/25.
GALESBURG: Ctlz hrs 0700-2200 daily. (7/80)
LITCHFIELD: NDB "LTD" OTS Until 8/20. (7/80)
MATOON-CHARLESTON: Ctlz temply suspended until 8/1. (6/80)

INDIANA

GREENFIELD POPE FIELD: Rwy 09-27 clsd UFN. (5/80)
KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

IOWA

DAVENPORT: Ctlz hrs 1100-1900 daily. (7/80)
SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

DODGE CITY MUNI ARPT: Rwy 02-20 clsd UFN. (7/80)
EMPORIA: VORTAC Unmon 0400-1100Z daily. (7/80)
LIBERAL MUNI: GS Rwy 35 OTS until 9/30 (7/80)
MANHATTAN: VOR "MHK" unmon 0400-1100Z daily. (7/80)

KENTUCKY

CAMBELLSVILLE TAYLOR COUNTY: Rwy lgts Rwy 05-23 OTS until 9/1. (6/80)
SOMERSET: NDB "SME" OTS until 7/31. (7/80)

LOUISIANA

JONESBORO ARPT: Arpt clsd UFN. (7/80)

MAINE

BIDDERFORD MUNI ARPT: Thr lgts Rwy 06-24 OTS UFN. (4/80)
BRUNSWICK: VORTAC "NHZ" unusable 050-056 beyond 25 NM. (7/80)
PRESQUE ISLE: Ctlz hrs 0500-2100 Mon-Sat 08002100 Sun. (7/80)

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

GARDNER MUNICIPAL ARPT: Stone filled ditch surrounding rwy on both sides. Do not taxi off paved area. (7/80)

LAWRENCE MUNI ARPT: ATCT be be comsd 8/18. (7/80)

MICHIGAN

DETROIT/GROSS ISLE ARPT: UNICOM Freq 123.0 (7/80)

MARQUETTE COUNTY ARPT: CFR not avbl to CAB ACR between 12300-0700 daily until 7/31. (7/80)

SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 764 ft. Rwy 05-23 clsd UFN. (7/8)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS indefly. (7/8)

TRAVERSE CITY CHERRY CAPITAL ARPT: Arpt clsd to unsked CAB cert ACR 2300-0430 (7/80)

MINNESOTA

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

PRESTON FILLMORE COUNTY ARPT: VASI Rwys 10 & 28 OTS UFN. (7/80)

STARBUCK MUNI ARPT: Rwy lgts Rwy 15-33 OTS until 11/30. (7/80)

MISSISSIPPI

GULFPORT-BILOXI RGN ARPT: Rwy 04-22 clsd until 8/1. (6/80)

RAYMOND JOHN BELL WILLIAMS ARPT: Rwy 05-23 and 17-35 permly clsd. (7/80)

MISSOURI

BUFFALO MUNI ARPT: Thr Rwy 03 dsplcd 380 ft. Rwy 03-21 3193 ft by 50 ft. (7/80)

MONTANA

WEST YELLOWSTONE ARPT: ILS OTS 7/21 - 8/5. (5/80) Rwy 01-19 clsd 7/21-8/5. (6/80)

NEBRASKA

NO NOTICES THIS ISSUE

NEVADA

TONOPAH ARPT: Arpt clsd nights thru 8/15. Rwy 15-33 clsd and lgts OTS thru 8/15. (6/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 02-20 OTS. (1/80)

WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L clsd UFN. Rwy 12L-30R clsd except PP. (7/80)

NEW JERSEY

ATLANTIC CITY MUNI/BADER FIELD: Rwy 02-20 clsd.

LAKEWOOD ARPT: Thr Rwy 24 dsplcd 250 ft. (6/80) Arpt clsd intmtly btn 1100-1700 daily until 9/1. (7/80)

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 clsd indefly. (7/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd indefly. (7/80)

NEW MEXICO

SILVER CITY/GRANT ARPT: CTLZ hrs 0600-2200 lcl until 8/18. (6/80)

TUCUMCARI: Ctlz hrs 0600-2200 lcl until 8/30. (7/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)

LA GUARDIA ARPT: RVR Rwy 04 OTS until 7/31. (6/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 04 OTS until Dec 25. (3/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

GREENSBORO: VORTAC "GSO" OTS 9/4-11/25. (7/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 clsd nights indefly. (7/80)

JAMESTOWN MUNI ARPT: ILS Rwy 30 OTS 8/14-9/27. (7/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)

CLEVELAND BURKE LAKEFRONT ARPT: Rwy 06L-24R and VASI Rwy 06L OTS UFN. (6/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

OTTAWA: NDB "OWX" OTS until 9/19. (7/80)

STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)

TOLEDO EXPRESS ARPT: Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)

TROY SKYPARK ARPT: Arpt clsd UFN. (7/80)

DAYTON, DAYTON INTL: ILS RWY 6L CAT 2 NA. (7/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80) Thr Rwy 04 dsplcd 430 ft. (7/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

FAIRVIEW: NDB "FAU" OTS until 7/31. (7/80)

MIAMI MUNI ARPT: Rwy lgts Rwy 17 OTS. (4/80)

PRYOR CREEK PRYOR ARPT: VASIS Rwy 17 & 35 OTS indefly. (7/80)

SEMINOLE: NDB "SRE" OTS until 7/31. (7/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

WILL ROGERS ARPT: ILS Rwy 35L RTS. (7/80) Rwy 17L-35R open.

OREGON

PENDLETON: Ctlz hrs 0600-2200 until 9/30. (7/80)

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd indefly. (7/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS indefly. (7/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80)

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

BEAUFORT COUNTY ARPT: ARPT Clsd until aprxly 8/15. (5/80)

CHESTER MUNI ARPT: Rwy 17-35 clsd UFN. (4/80)

SOUTH DAKOTA

WINNER, BOB WILEY FLD ARPT: Rwy 13-31 clsd until 7/30. (6/80)

TENNESSEE

CLARKSVILLE ARPT: CTLZ hrs temporarily suspended. (5/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS indefly. (7/80)

MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 clsd indefly. (7/80)

SELMER, ROBERT SIBLEY ARPT: VASI Rwy 16/34 OTS indefly. (7/80) (5/80)

TEXAS

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)

COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)

HOUSTON INTERCONTINENTAL ARPT: Rubber accum NW 1500 ft Rwy 13-31. (7/80) CAT II & III acft - all turns twd trml complex have std cntrln mkgs; turns away are not designed for tracking nosewheel on cntrln. (7/80)

LUBBOCK INT'L ARPT: Rwy lights rwy 08-26 OTS indefly excp High intst. (7/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

OLNEY: NDB "ONY" OTS until 7/31. (7/80)

FORT STOCKTON PECOS COUNTY ARPT: Thr Rwy 11R-29L dsplcd 400 ft indefly. (7/80)

PECOS MUNI ARPT: Rwy 13-31 clsd;east 3200 ft Rwy 09-27 clsd. All Rwy lgts OTS UFN. (7/80)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

SALT LAKE CITY INTL ARPT: MALSR Rwy 16R OTS UFN. (5/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 clsd indefly. (7/80)

HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd indefly. (5/78) VASI rwy 06-24 OTS thru Aug. (6/80)

MANASSAS ARPT: Dulles ATCT CD freq 121.65 vice 126.65. (7/80)

LAWRENCEVILLE BRUNSWICK ARPT: Thr Rwy 18 dsplcd 490 ft. (7/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

EPHRATA: Ctlz hrs are 0800-1600 until 9/1. (7/80)

WEST VIRGINIA

BLUEFIELD MERCER COUNTY ARPT: Two hrs PPR for opns 2200-0600. (7/80)

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80) NE 800 ft Rwy 05-23 clsd. Arpt clsd nights. (7/80)

WISCONSIN

NO NOTICES THIS ISSUE

WYOMING

GILLETTE: VOR "GCC" OTS 7/15-8/5. (7/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
CA	Fresno Air Terminal	CS
KY	London-Corbin	A
KY	Paducah Barkley Regional	AS
LA	Lafayette Regional	B
MI	Saginaw Tri-City	B
MI	Flint Bishop	B
MI	Marquette County	AA
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1092 JULY 10, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
*---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

FDC 0/867 FI/T /IKK/ GREATER KANKAKEE KANKAKEE IL. VOR RWY 4 AMDT 2 AND VOR RWY 22 AMDT 2 PROC DATA NOTE CHANGE UNICOM FREQ FOR OBTAINING KANKAKEE IL. ALSTG TO 123.0.

FDC 0/881 FI/T /PWK/ PAL-WAUKEE, CHICAGO/WHEELING/ IL. ILS RWY 16 AMDT 3 VOR RWY 16 AMDT 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDAS CAT A B C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/6L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R 12L AND 24L. CLIMB RWY HEADING TO 1000 FT BEFORE TURNING EAST.

INDIANA

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/381 FI/T (ARB) ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 7, VOR RWY 24 AMDT 6 AND RNAV RWY 24 AMDT ORIG CIRCLING CAT D MDA 1540 FT/HAA 701 FT VIS 21/4 MI.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

*FDC 0/679 FI/T /BEH/ ROSS FIELD BENTON HARBOR MI. LOC BC RWY 9 AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/698 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. NDB RWY 26L AMDT 13 SI MDA 1320 FT HAT 530 FT ALL CATS. CAT C VIS RVR 5000 CAT D VIS 11/2 MILES. CIRCLING CATS A/B/C MDA 1320 FT HAA 526 FT. ILS RWY 26L AMDT 14 SI LOC RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA 486 FT. RADAR-1 AMDT 4 SI RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. SI RWY 36 MDA 1240 FT HAT 452 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA FT. VOR RWY 36 AMDT 7 SI MDA 1240 FT HAT 452 ALL CATS.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

*FDC 0/1059 FLIGHT RESTRICTION DETROIT MICHIGAN JULY 12 THROUGH JULY 18. PURSUANT TO FAR 91.104 UNLESS OTHERWISE AUTHORIZED BY ATC AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 4500 FEET MSL WITHIN A 2 MILE RADIUS OF COBO PAVILLION/PLAZA HOTEL /LAT 421938N LONG. 830231W EXCLUDING CANADIAN AIRSPACE ALL HOURS.

OHIO

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE

INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

#FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

#FDC 0/1055 FI/T /DCA/ WASHINGTON NATIONAL/ WASHINGTON/ D.C. ILS RWY 35 AMDT 30 CAT II NA. VOR RWY 15 AMDT 4 SI AND CIRCLING VIS CAT C 21/2 CAT D 23/4. ALTN MINIMUMS 900 23/4. DUAL VOR OR VOR/ DME MINIMUMS SI AND CIRCLING MDA 780/ HAT/HAA 765 ALL CATS. VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CT C/D 800 23/4. VOR/ DME RWY 18 AMDT 4 SI RWY 18 MDA 780/ HAT 767 ALL CATS CIRCLING MDA 780 HAA 765 ALL CATS. SI AND CIRCLING VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. RADAR-1 AMDT 20 ASR RWY 15 MDA 780 HAT/HAA 755 ALL CATS VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. LDA RWY 18 AMDT 8 ALL SI AND CIRCLING VIS CAT C/D 3. ALTN MINIMUMS CAT C/D 1100-3. TAKEOFF MINIMUMS RWY 33/ 36 500-1 OR STANDARD WITH MINIMUM CLIMB OF 272 FT 1 NM TO 600 FT.

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

#FDC 0/979 FI/P /MTN/ GLENN L. MARTIN STATE BALTIMORE MD. VOR RWY 14 AMDT 3 MINIMUM ALT AT MERIC INT 680 FT /720 FT WHEN CONTROL ZONE NOT IN EFFECT/. NDB RWY 32 AMDT 3 MINIMUM ALT AT MTN NDB FOR CAT D CIRCLING 720 FT. VOR RWY 14 AMDT 3 NDB RWY 32 AMDT 3 UNDER NOTES ADD WHEN CTLZ NOT EFFECTIVE THE FOLLOWING APPLIES. 1. USE BALTIMORE MD. ALSTG. 2. INCREASE ALL MDAS 40 FT. 3. ALTN MINIMUMS NA. NDB RWY 14 AMDT 3 VOR/DME OR TACAN 1 RWY 14 AMDT 1 RNAV RWY 14 AMDT 1 UNDER NOTES ADD WHEN CTLZ NOT EFFECTIVE THE FOLLOWING APPLIES. 1. USE BALTIMORE MD. ALSTG. 2. INCREASE ALL MDAS 60 FT . 3. ALTN MINIMUMS NA. THIS IS VOR RWY 14 AMDT 4 NDB RWY 32 AMDT 4 NDB RWY 14 AMDT 4 VOR/DME OR TACAN 1 RWY 14 AMDT 2 RNAV RWY 14 AMDT 2. EFFECTIVE 13 JUN 80.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/466 FI/T (AYZ) ZAHNS AMITYVILLE NY. NDB RWY 36 AMDT 7 VOR_A AMDT 5. PROCS NA.

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 0/967 FI/T/ELD/GOODWIN FIELD EL DORADO AR TAKE-OFF MINIMUMS RWY 31 AND 35 200-1.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

#FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

#FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5555 FT/HAT 250 FT ALL CATS.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/810 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI-MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

#FDC 0/1003 FI/T/BPT/JEFFERSON COUNTY BEAUMONT-PORT ARTHUR TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 420 FT/HAT 404 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 420 FT/HAT 407 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 420 FT/HAT 404 FT ALL CT. VIS 1 1/4 MILE CAT C.

#FDC 0/1053 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX. ILS RWY 13 AMDT 4 REDESIGNATED ILS RWY 13R AMDT 5 VOR RWY 13/TAC/ AMDT 11 REDESIGNATED VOR RWY 13R/TAC/AMDT 12 VOR/DME 1 RWY 32 AMDT 9 REDESIGNATED VOR/DME 1 RWY 31L AMDT 10 VOR/DME 2 RWY 31 AMDT 1 REDESIGNATED VOR/DME 2 RWY 31L AMDT 2.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/665 FI/T/MCO/ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36R AMDT 2 VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR/DME RWY 18L AMDT ORIG VOR/DME RWY 18R AMDT ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

FDC 0/894 FI/T /ORL/ HERNDON ORLANDO FL. VOR RWY 13 AMDT 10 NDB/DME MINIMA NA.

#FDC 0/987 FI/T /MCO/ ORLANDO INTERNATINAL ORLANDO FL. RADAR-1 AMDT 1 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA

584 FT ALL CATS. VOR RWY 18L AMDT 1 S-18L MDA 500 FT HAT 404 FT ALL CATS. VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 1 S-18R MDA 500 FT HAT 406 FT ALL CATS. VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 2 AND ILS RWY 18R ORIGINAL CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L ORIGINAL S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R ORIGINAL S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 2 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME 36R AMDT 7 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

#FDC 0/991 FI/T /SFB/ SANFORD SANFORD FL. TKOF MINIMUMS RWYS 9/18/27/36 STANDARD. IFR DEPARTURE PROCEDURE...RWY 36 PROCEEDING ON A COURSE BETWEEN 270 DEG CLOCKWISE TO 045 DEG FLY HEADING 045 DEG UNTIL 1800 FT.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/966 FI/P/SDF/STANDIFORD FIELD, LOUISVILLE, KY ILS RWY 19 AMDT 1 PROC DATA NOTE ADD AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. THIS IS ILS RWY 19 AMDT 2.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED

BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/751 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 13 AMDT 2 AND VOR RWY 5 AMDT 2 TERMINAL RTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT 090-270 DEG 3200 FT LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM RSY NDB 270-090 DEG 1900 FT 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/496 FI/T /GSP/ GREENVILLE SPARTANBURG, GREER, SC. ASR RWY 21 AMDT 2. CATS A/B/C RVR 5000 CAT D RVR 6000.

FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

TENNESSEE

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 0/758 FI/T /GCY/ GREENEVILLE MUNI GREENEVILLE TN. NDB RWY 5 AMDT 2 LOCAL ALSTG NA.

FDC 0/843 FI/T /HDI/ HARDWICK FIELD CLEVELAND TN. NDB RWY 3 ORIG SI AND CIRCLING MDA 1740 FT. HAA/HAT 866 FT CATS A/B/C. SI AND CIRCLING MINIMUMS CAT D NA. VIS CAT C 21/2 MI.

FDC 0/892 FI/T /TYS/ MCGHEE TYSON KNOXVILLE TN. ILS RWY 4L AMDT 2 SI ILS RWY 4L MINIMUMS NA.

FDC 0/893 FI/T /MEM/ MEMPHIS INTL MEMPHIS TN. ILS RWY 9 AMDT 22 SI ILS RWY 9 MINIMUMS NA.

#FDC 0/988 FI/T /BNA/ NASHVILLE METROPOLITAN NASHVILLE TN. ILS RWY 31 AMDT 1 PROC DATA NOTE ADD CAUTION SMYRNA OM AND MM MAY BE RECEIVED PRIOR TO AYERS INT/OM. ADDITIONAL FLIGHT DATA ADD. CHART SMYRNA ARPT AND OM AND MM FOR ILS RWY 32 AT SMYRNA.

#FDC 0/992 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 CIRCLING MDA CATS A/B 1040 FT CAT C 1080 FT.

SOUTHWEST

ARIZONA

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

#FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

#FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

#FDC 0/1014 FI/T /SIY/ MONTAGUE/SISKIYOU COUNTY AIRPORT, CA. VOR-B, AMDT 1 MODIFY TRANSITION MFR VORTAC TO SIY VOR AT 9400 MEA VIA MFR R-120 FOR 30.0 NM AND SIY R-340 FOR 18.9 NM.

#FDC 0/1058 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 6 LOC BC-A AMDT 7 VOR-B AMDT 9 VOR RWY 12 AMDT 11 PROC NA WHEN SANTA MARIA CA ALSTG NOT AVAILABLE.

#FDC 0/1084 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE /PTV/ PORTERVILLE CA. VORTAC 052 DEGREE RADIAL AT 053 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLGIHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL. BAKERSFIELD /BFL/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (051) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/802 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWYS 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. IFR DEP PROCS TKOF MINS RWYS 8L-R/26L-R/12/17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

FDC 0/873 FI/P /COS/ CITY OF COLORADO SPRINGS CO. ILS RWY 35 AMDT 31. S-ILS DH 6275 VIS 2400 HAT 206 ALL CATS. S-LOC VIS 2400 CAT A B C 4000 CAT D. CHANGE ILS UNUSABLE NOTE TO READ GLIDE SLOPE UNUSABLE BELOW 6275. DELETE MM INOPERATIVE TABLE NOTE. THIS IS AMDT 32.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

#FDC 0/998 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE DENVER CO. /DEN/ VORTAC 127 DEGREE RADIAL AT 13 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FEET ABOVE GROUND LEVEL DENVER CO. /DEN/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/1053 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE KREMMLING /RLG/ VORTAC 245 DEGREE RADIAL AT 30 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 12000 FEET MEAN SEA LEVEL. EAGLE

CO. /EGE/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/1058 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDAS 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

UTAH

FDC 0/763 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG. FOR TACAN MILITARY EQUIPPED ACFT ADD THE FOLLOWING: CAT E CIRCLING MDA 5760 FT VIS 3 MILES HAA 1520 FT. CHANGE R-067/5 DME FIX TO R-067/10 DME BVL VORTAC. ALTERNATE MINS CAT E 1600-3. 15 NM PROCEDURE TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH INSTRUCTIONS: TACAN-ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NE, LEFT TURNS 247 DEG INBOUND 5 NM LEGS.

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVIALABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

NORTH CENTRAL

IOWA

FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 0/712 FI/T /EMP/ EMPORIA MUNI/ EMPORIA KS. VOR-A AMDT 9 ALTN MINIMUMS NA FROM 0400Z TO 1100Z.

FDC 0/713 FI/T /SLN/ SALINA MUNI/ SALINA KS. NDB RWY 35 AMDT 10 ILS RWY 35 AMDT 12 VOR RWY 17 /TAC/ AMDT 12 RNAV RWY 17 AMDT 5 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES. 1. USE CONCORDIA/KS ALSTG. 2. INCREASE ALL MDA 200 FT. 3. ALTN MINIMUMS NA.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/787 FI/T /MHK/ MANHATTAN MUNI, MANHATTAN, KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 11 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA, KS ALSTG BUT APLY SALINA KS. ALSTG MINIMA 2. ALTN MINIMUMS NA.

FDC 0/821 FI/T FOLLOWING AIRWAYS NA FROM 0400Z to 1100Z V4 HLC VORTAC TO SLN VORTAC V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC. MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/V132 STEAL INT TO HUT VORTAC 4500 V4N/V261 CHARI INT TO MHK VOR 5000. V132 CASSO INT TO CNU VOR 5000. V77/V280 HEYDN INT TO TOP VORTAC 4500.

FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

#FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWYN 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI

ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC BWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

FDC 0/655 FI/T /DLH/ DULUTH MUNI DULUTH MN. RADAR-1 AMDT 14 PAR RWY 9 NA.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC 220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

#FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

#FC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

#FDC 0/1010 FI/T /OFK/ KARL STEFAN MEMORIAL, NORFOLK, NE. LOC RWY 1 AMDT 2 MISSED APPROACH CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3400 VIA HEADING 145 AND I-OFK SOUTH COURSE TO SLAYS INT AND HOLD SOUTH RIGHT TURN 011 INBOUND.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

#FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

#FDC 0/1056 FI/T /RUG/ RUGBY MUNI/ RUGBY/ ND. NDB RWY 11 ORIG NDB RWY 29 AMDT 1 PROC NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR

ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 W/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCEDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPCIIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

#FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

#FDC 0/1012 FI/T /PDT/ PENDLETON MUNICIPAL, PENDELTON, OREGON. VOR RWY 7L, AMDT 13, AND ILS RWY 25R, AMDT 20, REDESIGNATED VOR RWY 7, AMDT 13, AND ILS RWY 25, AMDT 20.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

3FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN PORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA 806 FT.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARB TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/965 FI/T /KTN/ KETCHIKAN INTERNATIONAL KETCHIKAN AK. ILS/DME -1 RWY 11 AMDT 2 SI ILS RWY 11 VIS 3 MILES ALL CATS.

#FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

#FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

#FDC 0/1040 FI/P/SCC/DEADHORSE DEADHORSE AK. LOC/DME BC RWY 22 AMDT 2 SI MDA 480 FT HAT 423 FT ALL CATS VIS CAT C 3/4 MILE CAT D VIS INCREASED 1/4 MILE FOR INOP MALSR. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 480 FT HAA 423 FT. VOR RWY 22 AMDT 2 SI MDA 520 FT HAT 463 FT ALL CATS CAT C 3/4 MIL1. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 520 FT HAA 463 FT. THIS IS LOC/DME BC RWY 22 AMDT 3 AND VOR RWY 22 AMDT 3.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:
1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

FDC 0/969 OMEGA STATION E LA-REUNION WILL BE OFF AIR FOR ANNUAL MAINTENANCE FROM JULY 010500-281600.

SECTION 3

CLASS II NOTAM

AUTOMATED PILOT ADVISORY SYSTEM (APAS)

The National Aeronautics and Space Administration (NASA) in cooperation with the FAA is conducting a demonstration of an experimental Automated Pilot Advisory System (APAS) which provides airport and air traffic advisories to aircraft operating within the vicinity of the Manassas Municipal Airport, Manassas, Virginia. The demonstration started June 23. APAS is operated each day that VFR conditions exist from 9 a.m. to 5 p.m. local time, including weekends. The evaluation will run 4 to 6 weeks.

During the hours when APAS is in operation, it is recommended that all pilots using Manassas obtain airport advisory information from the APAS frequency (123.2) in lieu of UNICOM and remain on the APAS frequency for traffic advisory information. NOTE: Pilot transmissions are not permitted on APAS frequency 123.2. Pilots should use UNICOM when APAS traffic advisories are not being broadcast.

The APAS sysem consists of a short-range radar; a minicomputer to process radar data; a small weather station which includes an anemometer, barometric, temperature, a dew point sensors and a voice response system to generate voice messages based on the results of computer processing. To utilize the APAS, an aircraft is only required to have a standard VHF radio to receive the voice transmissions on frequency 123.2. Once the pilot tunes in the proper frequency, he will receive airport advisory information once every 2 minutes and traffic advisory information once every 20 seconds.

The experimental APAS is strictly a pilot advisory system designed to enhance the "see-and-avoid" rule. Use of the system in no way obviates the pilot's responsibility to see-and-avoid other aircraft. Rather, it should increase the pilot's awareness of the traffic situation at the airport.

Handout material is available from the fixed-base operator at the Manassas Airport or may be obtained by visiting the NASA APAS trailer located on the airfield south of the fixed base operations office. The APAS engineer on duty will brief pilots who visit the APAS van, answer questions about the system, and accept pilot comments. Handout material can also be obtained by writing to NASA attention: Mr. John L. Parks, Jr., APAS Project Manager, NASA Wallops Flight Center, Wallops Island, Virginia 23337. All pilots using the Manassas Airport are urged to obtain a copy of the handout material.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS;

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

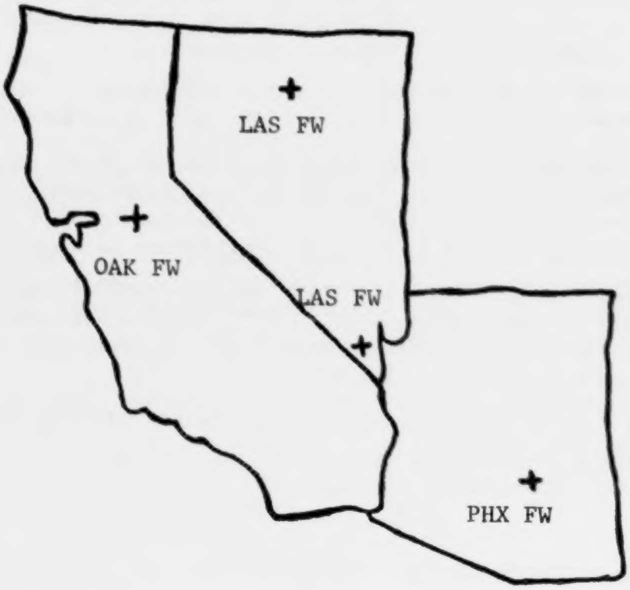
TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

Commencing in July 1980, the Federal Aviation Administration, Western Region, will conduct a six month evaluation of the suitability of high altitude, Flight Level 180 and above, En Route Flight Advisory Service communication outlets. All facilities will transmit and receive on frequency 134.825 MHZ. The chart, below, shows the approximate location of the outlets and the flight watch facility that provides the service. The outlets are as follows:

Flight Watch Facility	Location of Antennas
Oakland FSS	Angels Camp, California
Las Vegas FSS	Battle Mountain, Nevada
	Good Springs, Nevada
Phoenix FSS	Mt. Humbolt, Arizona



Check NOTAMs for the actual date of Commissioning of outlets. User comments regarding the effectiveness of this service are solicited.

Telephone comments to any of the participating Flight Watch Facilities or mail comments to:

Department of Transportation
Federal Aviation Administration
Western Regional Headquarters
P.O. Box 92007
World Way Postal Center
Los Angeles, California 90009
Attention: AWE-540

NOISE ABATEMENT PROCEDURES—LAKE TAHOE AIRPORT

PROCEDURE: Normal departure for Runway 18 is a wide left downwind departure. It is requested that your left crosswind turn not be made until reaching the south airport boundary and/or a minimum altitude of 7,000 feet MSL. If you do not have sufficient altitude after takeoff to initiate your crosswind turn to a downwind departure with safety, maintain proper airspeed and continue straight out. Approximately 1½ miles south of the airport there is a large cleared area (golf course) to the right where you may circle to gain altitude, be sure to advise the tower of your intentions. Later, report leaving the golf course and state direction of climb. Do not fly west of the golf course itself as downdrafts may be encountered close to the mountains.

Large and high performance aircraft may, if desired, depart Runway 18 into right traffic, west of the airport, and depart on a 340° heading over the lake.

PROCEDURE: Aircraft departing on Runway 36 will upon passing the departure end of the runway turn left to approximately a heading of 340° to follow the meadow. It is requested that aircraft climb and remain over the meadow until reaching 7,500′ MSL or the lake shore before changing course.

This information will be provided through the FBO and published in the AIM. This does not apply to aircraft remaining in the east traffic pattern except that the crosswind turn will not be initiated prior to reaching the end of the runway and at 6,800′ MSL or above.

For further information see Airport/Facility Directory, Southwest U.S., effective July 10, 1980.

NOTICE TO AIRMEN
DAYTON AIR FAIR 1980

Special Air Traffic Procedures for Air Fair '80, July 18, 19 and 20, 1980, Dayton, Ohio.

The following special procedures have been established to maintain the safe, orderly flow of Air Traffic operating at Dayton International Airport for Air Fair '80 on July 18, 19 and 20, 1980. These procedures are required to due to the large volume of traffic anticipated in the Dayton area. VFR flights are required to cooperate by adhering to the special procedures when arriving and departing Dayton International Airport.

VFR ARRIVAL PROCEDURES: All VFR flights will be provided Stage III service. Flights landing at Dayton International shall contact Dayton Approach Control on the appropriate frequency 20 miles from the airport and proceed to one of the four VFR outer arrival points depicted on the enclosed map. Aircraft will be sequenced from these points to the airport traffic pattern or be asked to hold dependent upon traffic volume. DO NOT proceed beyond these outer points unless advised to do so by Dayton Approach. Aircraft should maintain 2500′ MSL or above when cleared to depart the outer points for the airport. Pilots are to be especially alert for radio frequency assignments and whether assigned the LEFT or RIGHT runway for landing. Field elevation is 1008′ MSL.

DEPARTURE PROCEDURES: Detailed departure instructions will be disseminated at the entry gate to each of the aircraft parking areas. These instructions *SHOULD BE CAREFULLY READ AND FOLLOWED.* Adherence to these instructions will expedite your departure.

DELAYS: Some arrival and departure delays may be expected each day.

ATIS: Pertinent information will be broadcast continuously on frequency 125.8 MHZ. It is imperative that all pilots operating at Dayton International monitor the ATIS prior to contacting the control facility.

IFR ARRIVALS: IFR flights should file their flight plans from point of departure. Pilots attempting to file IFR enroute within 100 miles of Dayton may encounter excessive delay.

VFR ENROUTE TRAFFIC: It is strongly recommended that VFR overflights remain clear of a 30 mile radius of Dayton Airport below 10,000 feet.

WAKE TURBULENCE: All pilots are urged to exercise extreme caution as wake turbulence conditions may exist in the terminal area.

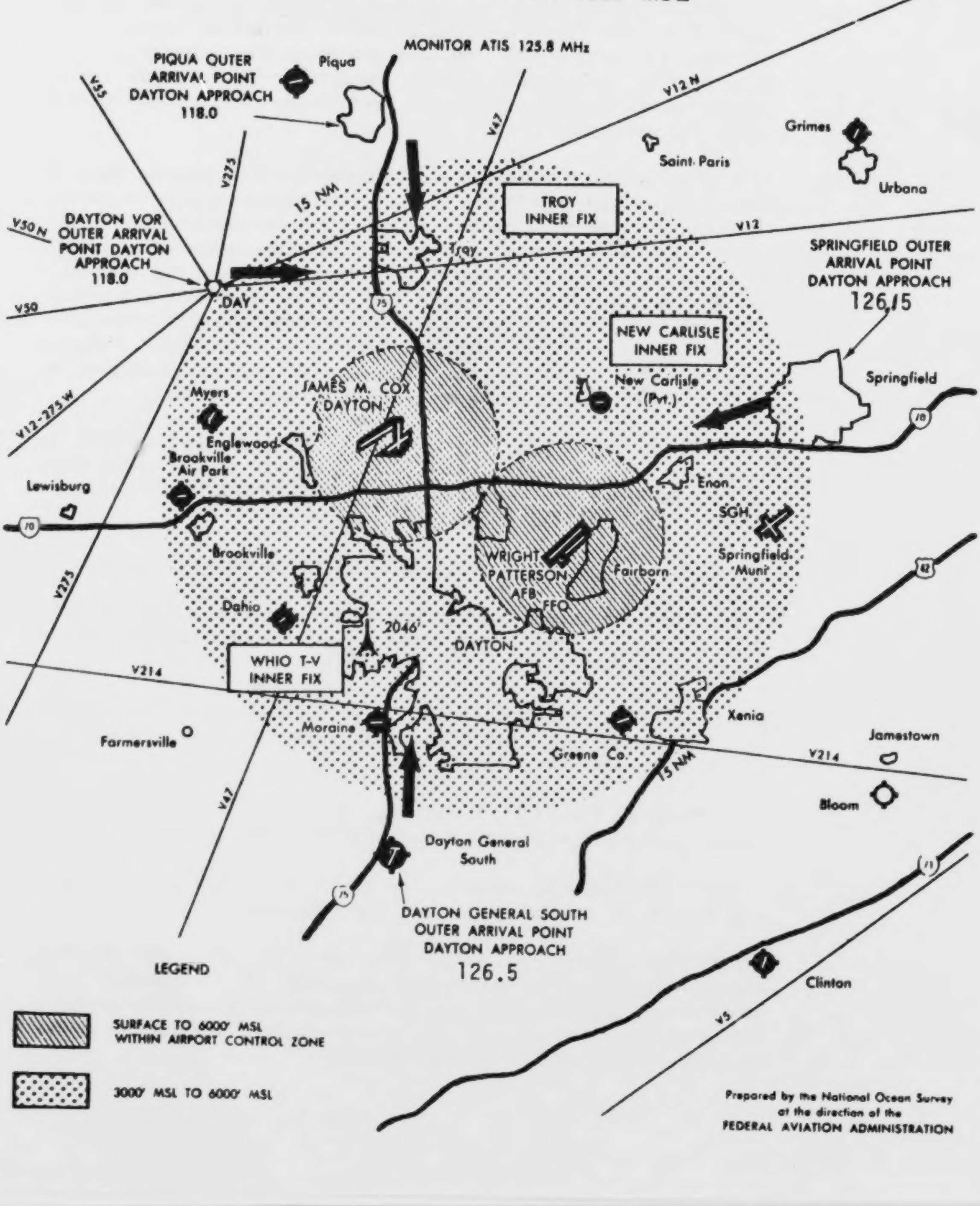
PILOT PRE-FLIGHT BRIEFING: Pilots are encourage to visit the FSS, obtain pre-flight briefings and file flight plans with FAA FSS specialist in the new FSS building located adjacent to the main entrance. Pilots are requested to file flight plans at least one hour prior to proposed departure times. Telephone briefings are also available . . . call 898-3692.

DAYTON AIR FAIR '80

JULY 18, 19 & 20, 1980

VFR ARRIVALS
DAYTON INTERNATIONAL AIRPORT
DAYTON, OHIO

FIELD ELEVATION 1008' MSL


MONITOR ATIS 125.8 MHz
PIQUA OUTER ARRIVAL POINT DAYTON APPROACH 118.0
Piqua
V55
V275
V47
V12 N
V50 N
V50
V12
V12-275 W
V214
V5
15 NM
DAYTON VOR OUTER ARRIVAL POINT DAYTON APPROACH 118.0
DAY
TROY INNER FIX
Troy
75
Saint Paris
Grimes
Urbana
SPRINGFIELD OUTER ARRIVAL POINT DAYTON APPROACH 126.15
NEW CARLISLE INNER FIX
New Carlisle (Pvt.)
Springfield
70
JAMES M. COX DAYTON
Myers
Englewood
Brookville Air Park
Lewisburg
Brookville
Enon
SGH
Springfield Muni
WRIGHT PATTERSON AFB
FFO
Fairborn
42
Dahio
2046'
DAYTON
WHIO T-V INNER FIX
Farmersville
Moraine
Greene Co.
Xenia
Jamestown
Bloom
Dayton General South
DAYTON GENERAL SOUTH OUTER ARRIVAL POINT DAYTON APPROACH 126.5
71
Clinton
LEGEND

▨ SURFACE TO 6000' MSL WITHIN AIRPORT CONTROL ZONE

░ 3000' MSL TO 6000' MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

On or about June 10, 1980, Alert Weather Watch (AWW) and Convective SIGMET (WST) will be added to the Computer Generated Voice Response System (VRS). A Public Demonstration of this system is currently being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, porcede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entere, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"HELLO", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT LOCATION"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"

P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line inbedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S—"Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S—"Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S—"How many hours from now? maximum is 30"

P—6; # #

S—"Six"

S—"At what altitude?"

P—85; # # (or 8500; # #)

S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE EXPERIMENTAL AIRCRAFT ASSOCIATION FLY-IN CONVENTION WITTMAN FIELD, OSHKOSH, WISCONSIN

August 2—August 9, 1980

Due to the heavy volume of traffic generated by the Fly-In Convention of the Experimental Aircraft Association, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Wittman Airport, Oshkosh, Wisconsin from August 17 through August 30, 1980.

SPECIAL NOTICE
OSHKOSH TOWER

CONTROL TOWER HOURS OF OPERATION

The Oshkosh Tower will operate on a 24 hour per day basis throughout the EAA Convention. Frequencies OSH:

ATIS-125.8
Oshkosh Tower Approach-120.7
Oshkosh Tower Local-118.5
VORTAC-111.8
Ground Control-121.9

VFR ARRIVALS PROCEDURES

1. All inbound aircraft monitor the Oshkosh ATIS on 125.8 MHZ when thirty-five miles out from Oshkosh.

2. All aircraft use the Fisk Special Arrival Procedure. See Graphic. Remain clear of the depicted high density traffic area. Fly altitudes and speeds appropriate to direction flown. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232 at 18 miles) monitor Oshkosh Tower on 120.7 MHZ. Fly inbound toward Fisk on the southeast side of the railroad tracks. Arrival controllers will provide sequencing and routing to be flown using your aircraft color and type as you approach Fisk. You will be given clearance to contact the tower on 118.5 MHZ when you are cleared past Fisk. The route to be flown to Wittman Airport will be assigned by controllers at Fisk. Landing sequence and clearance will be issued by tower on 118.5 MHZ.

VFR HOLDING BEFORE RIPON

If holding of VFR traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency. Procedure to be used is as follows: Start a left turn, and note your position over the ground. Remain over that geographical point in VFR conditions. Continue to monitor the ATIS until the holding instructions are removed, and replaced with current arrival information. This will normally not exceed five minutes. This procedure will eliminate extremely heavy traffic holding over the feeder point, and will enhance a smooth flow of same direction traffic over the arrival route.

VFR HOLDING AFTER RIPON (SEE GRAPHIC INSERT)

If holding of VFR traffic becomes nesessary, traffic will be instructed to hold from over the village of Fisk (5 miles southwest of Wittman Field on railroad track), with a left turn west bound to the north end of Rush Lake, then counterclockwise around the lake, then back northeast bound on the northwest side of the railroad track. See Graphic Insert. (Be alert for other traffic on the southeast side of the railroad track.) Traffic at Fisk will be monitored and observed by controllers. Aircraft will be instructed to hold or to proceed to the airport.

DO NOT PROCEED PAST FISK WITHOUT ATC CLEARANCE

Two patterns will be available, one at 1800 feet MSL for traffic up to one hundred miles per hour, and the other at 2300 feet MSL for those who need one hundred and thirty miles per hour.

For the safety of all please use these speeds and altitudes as appropriate for your aircraft in your transitions and holding.

HIGHER PERFORMANCE

Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so.

NO RADIO SPECIAL NOTICE

Aircraft not equipped with a functioning two-way radio are prohibited from landing on runways 9/27 from 1400 to 1600 daily.

All landing traffic should be alert for possible radio or light signal wave-off from either Oshkosh Tower or from the controllers located at the moblie unit near the approach end of the runway in use. After landing turn into the grass as soon as possible, for runway 9/27 turn in the direction indicated by controllers and flagmen. For runway 18/36 use the grass area on the westside of the runway. Expeditious clearing of the runway is necessary due to continuous flow of arriving and departing traffic behind you.

The airport rotating beacon may be operating in a nonstandard manner during daylight VFR hours. Pilots of radio equipped aircraft should disregard the rotating beacon if radio contact is maintained.

VFR DEPARTURES

1. Before taxiing monitor ATIS on 125.8 MHZ for departure runway and information. While taxiing monitor ground control on 121.9 MHZ. Follow directions of signs and flagmen from the parking area to the departure runway.

2. To the maximum extent feasible runway 18 will be used for departures. It is imperative that all departures maintain runway heading until three miles south of the airport. EAA aircraft will be operating to the east side of the runway. Gyrocraft will be operating west of the runway at the southwest corner of thw airport.

3. In the event runway 27 must be used for landings and departures, all departing aircraft must be alert for and avoid the runway 27 landing traffic pattern depicted in the graphic insert. Arriving aircraft will maintain 1000 AGL until north of runway 27. Departures will maintain 500 AGL until clear of all inbound traffic and patterns.

4. Runway 9 departures must depart the high density area in the northeast quadrant prior to proceeding on course. Remain clear of the depicted high density area after departure.

5. Do not call the tower for takeoff clearance. Tower controllers at the mobile unit will give you takeoff clearance with paddles or signal flashlights. Observe their signals carefully. Monitor 118.5 MHZ but do not call unless an emergency exists. Be alert for radio instructions on 118.5 MHZ using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or landing.

SPECIAL NOTICE
IFR TRAFFIC—CHICAGO CENTER

Due to the volume of IFR traffic which impacts Chicago Center airspace, special enroute, arrival, and departure traffic handling procedures will be instituted according to system demand.

NOTE: IFR arrival and departure delays of up to three (3) hours can be anticipated. Pilots should file their IFR flight plans from point of departure. Due to frequency congestion, Center controllers will not honor requests for air filed flight plans.

Pilots can anticipate flow control procedures which will generate departure delays off airports within Chicago Center airspace and airports which lie within adjacent Center/s airspace areas. Flow control procedures are most probable between the hours of 1000 (1500Z) and 1800 CST (2300Z).

IFR ARRIVALS

Chicago Center will be radar vectoring IFR traffic to the final approach course at the Wittman Airport. Due to the large volume of varying performance aircraft with the resultant effect on final approach sequencing, pilots are cautioned to closely monitor assigned airspeeds on final approach. Be prepared to discontinue your approach on final in order to enter a VFR traffic pattern.

Published missed approaches on approach plates serving the Wittman Airport may not, as a rule, be used during the convention period. Be prepared to execute an unpublished missed approach as specified by the controller.

Arriving IFR traffic can expect lengthy holding delays within a 75 N.M. radius of Oshkosh, Wisconsin. Be prepared to hold.

During appropriate weather/traffic conditions light weight single and twin engine piston powered aircraft expect the Rush Lake visual approach as charted.

IFR DEPARTURES

IFR flight plans should be filed at least one hour prior to the estimated time of departure. This can be done by calling Green Bay FSS toll free at 233-7920. An IFR clearance will not be issued if the flight plan is not on file. When ready to taxi, contact ground control on 121.9 MHZ and advise you are an IFR departure. Initially, only routing clearance will be issued. Heading to fly after departure and altitude will be assigned just prior to takeoff clearance. Taxi instructions will be issued by ground control in addition to marked signs and flagmen located on the airport. VFR and IFR taxiing aircraft will be segregated. IFR pre-departure holding areas will be marked at departure runways. These areas are for aircraft on IFR clearances who are not released by Center. All IFR traffic must pull into the marked area to insure proper departure sequence. The line of VFR aircraft will be stopped to allow IFR aircraft in these holding areas to depart as the releases are received from the Center. Takeoff clearance will be issued by the controllers at the runway mobile unit.

IFR TRAFFIC—ENROUTE

Enroute aircraft requesting routing through airspace within 75 N.M. of Oshkosh, Wisconsin can expect a minimum altitude of 11,000 feet. Reroutings can be anticipated. Aircraft requesting routing over the Chicago area can expect a minimum altitude of 11,000 feet. Depending on Chicago area traffic, reroutes of up to 75 N.M. clear of the Chicago O'Hare Airport can be anticipated.

VFR RADAR ADVISORY SERVICE TO VFR TRAFFIC

Chicago Center may, depending on traffic volume, provide radar advisory service to transponder equipped VFR traffic only. It is stressed that this service will be provided on a time available and controller workload basis. No VFR radar advisory service will be provided within a 50 mile radius of the Wittman Airport, Oshkosh, Wisconsin. Pilots are reminded that while being provided radar advisory service, it is imperative that, regardless of pilot rating, flight must be conducted in weather conditions which equal VFR conditions at all times. Chicago Center will not accept any request for conversion of VFR radar advisory service to an air filed IFR clearance request.

All pilots are asked to fully cooperate in order to keep delays at a minimum. The following reminders and suggestions are offered in your interest:

> File routing which will avoid Chicago O'Hare Airport by at least 50 N.M.
>
> If you can fly in an aircraft with a transponder, by all means do so—be prepared to hold, check your fuel quantity—be familiar with the various approaches at the Wittman Field and surrounding airports—insure currency of charts—check NOTAMS—be prepared for a routing clear of Restricted Area 6903, which lies over Lake Michigan east of Oshkosh, Wisconsin—if you do not desire a clearance over Lake Michigan, advise so when filing your flight plan—remember, you must have a Transponder/Mode "C" altitude reporting if you intend to fly above 12,500 feet MSL. (Refer FAR 91.24)

SPECIAL NOTICE

AIRPORT/S—FSS INFORMATION

FSS-AT GREEN BAY, WISCONSIN

All Flight Service Station services will be provided from the Green Bay FSS on a 24 hour basis. Public telephones will be located strategically throughout the aircraft parking area. For pilot briefing services and flight plans call 233-7920, (local call). The telephone number will be prominently posted at all phone locations.

DAILY AEROBATIC DEMONSTRATIONS

Flight demonstrations of an aerobatic nature will be conducted daily. The air show operations area is: from the surface to 7,500 feet AGL from August 2 through August 9, 1980, and will be in effect from 1600 to 1900 LST daily. On Saturday, August 9, the field will be closed from 1400 to 1730, and airspace from the surface through 7,500 feet AGL. All traffic, except scheduled aircraft, shall remain clear of this area. Air craft inbound to Oshkosh, which are not able to land prior to 1600, will have to land at an outlying airport or remin airborne clear of the above described "Air Show Operations Area", preferably in the Fisk holding pattern, until after the air show. Pilots on VFR flight plans are reminded to extend, cancel, or change their flight plan destination if unable to land at Oshkosh due to airport being closed during air shows.

GREEN BAY AREA RADIO

We suggest pilot filing inbound flight plans, landing Oshkosh, add an additional ½ hour to their ETE to allow for delays in landing and parking. Aircraft enroute to the Oshkosh area are requested to cancel flight plans with Green Bay Area Radio approaching airport of intended landing. (Advise which VOR or frequency on which a reply is expected.) Pilots can establish communications with Green Bay Radio through the following VORs.

OSH-T 122.1 MHZ	GRB-T 122.1 MHZ
R 111.8 MHZ	R 117.0 MHZ
Oshkosh	Green Bay

VFR FLIGHT PLANS

Everyone is urged to file a flight plan. Pilots with two-way radio equipped aircraft should close flight plans with OSHKOSH RADIO prior to or after landing. Transmit on 122.1 MHZ and listen on 111.8 MHZ. Pilots without radio equipped aircraft should close their flight plans via telephone with Green Bay Flight Service Station. There are numerous telephones in all parking areas. The local telephone number for Green Bay FSS is 233-7920. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

MTW-T 122.1 MHZ	MNM-T 122.1 MHZ
R 111.0 MHZ	R 109.6 MHZ
Manitowoc	Menominee
T-Transmit	R-Receive

Simplex radio frequencies at Green Bay Area Radio are 122.2 MHZ and 122.55 MHZ and at Fond du Lac 122.5 MHZ. Telephone numbers for closing or filing flight plans are:

At Appleton	739-5293
At Brennand	Enterprise 1015
At Clintonville	823-2868
At Fond du Lac	923-0190
At Menominee	863-8710
At Sheboygan	458-9602
At Oshkosh	233-7920

Pilots please indicate on your flight plan the airport of intended landing in the Oshkosh area:

Oshkosh	OSH
Appleton	ATW
Brennand	79C
Fond du Lac	FLD
New Holstein	8D1

AIRPORT INFORMATION FOR THE OSHKOSH AREA

Wittman Field-Oshkosh: Location of EAA Fly-In Convention, 2.5 miles south of downtown Oshkosh. SPECIAL PROCEDURES TO BE FOLLOWED. Field elevation-805 feet. Traffic pattern altitudes 600 feet AGL all runways.

Outgamie County-Appleton: 17 miles north of Oshkosh Airport. Field elevation-918 feet. Unicom-122.95 MHZ. Longest runway 7,000 feet, concrete. Lighted. Fuel: 80/87, 100/103, jet. Approach Control through Green Bay 126.3 MHZ. Appleton Tower frequencies: Local Control-119.6 MHZ, Ground Control-121.7 MHZ.

Fond du Lac County-Fond du Lac: 13 miles south/southeast of Oshkosh Airport. Field elevation-809 feet Unicom-122.8 MHZ. Longest runway 5,000 feet, bituminous. Lighted. Fuel: 80/87, 100/130, jet. Approach Control through Chicago Center 127.5 MHZ, Green Bay Area Radio simplex frequencies, 122.5 or 125.55 MHZ.

Brennand Airport-Neenah: 10 miles north of Oshkosh Airport. Field elevation-850 feet. North/south runway 2,170 feet, gravel. Fuel: 80/87, 100/130.

New Holstein Airport-New Holstein: 19 miles east/southeast of Oshkosh Airport. Field elevation-992 feet. Northwest/southeast runway 3,600 feet, bituminous. Lighted. Fuel: 80/87, 100/unlead. Unicom-122.8 MHZ.

SPECIAL NOTICE
AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the EAA Convention.

All light single and multi engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are at pilots own risk.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surfaced) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass parking area before noon of the day following their arrival. Limited overnight tie down space is available at the FBO for a nominal charge.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangments with the Airport manager, Wittman Field Airport.

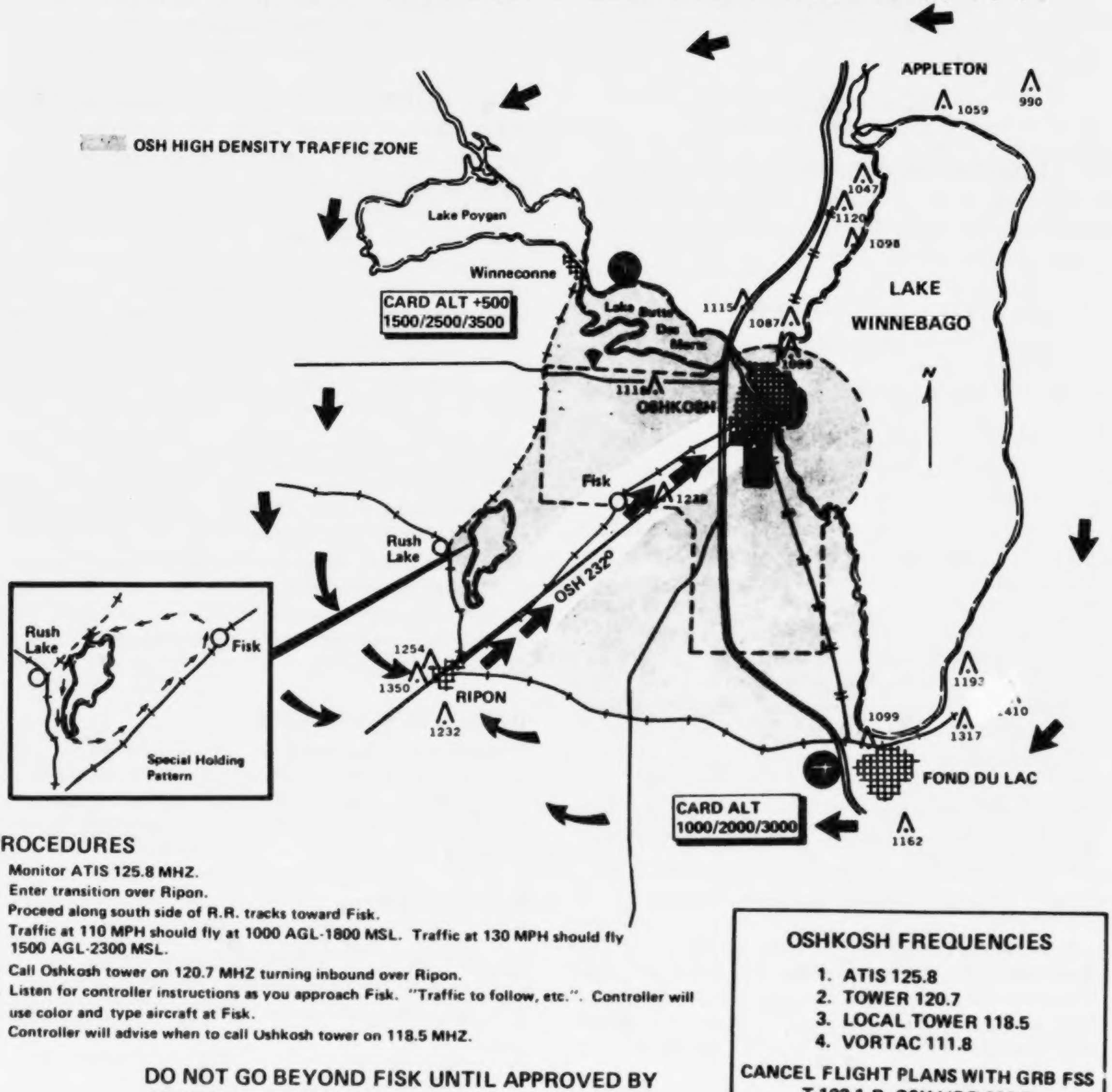
STUDENT PILOT TRAINING

No student training flights will be authorized at Oshkosh Wittman Field during the convention period. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

FUELING REQUIREMENTS

FBO advises only cash, Shell credit cards, VISA or Master Charge will be accepted for fuel purchases.

OSHKOSH
1980
EAA CONVENTION
WORLD AEROBATIC CHAMPIONSHIPS
☆ ☆ ☆ VFR ARRIVAL PROCEDURES ☆ ☆ ☆


▨ OSH HIGH DENSITY TRAFFIC ZONE
APPLETON
1059
990
1047
1120
1098
Lake Poygan
Winneconne
CARD ALT +500
1500/2500/3500
Lake Butte Des Morts
1115
1087
1099
LAKE
WINNEBAGO
N
1116
OSHKOSH
Fisk
1228
Rush Lake
OSH 232°
1254
1350
RIPON
1232
1193
1410
1099
1317
FOND DU LAC
CARD ALT
1000/2000/3000
1162
Rush Lake
Fisk
Special Holding Pattern

PROCEDURES

1. Monitor ATIS 125.8 MHZ.
2. Enter transition over Ripon.
3. Proceed along south side of R.R. tracks toward Fisk.
4. Traffic at 110 MPH should fly at 1000 AGL-1800 MSL. Traffic at 130 MPH should fly 1500 AGL-2300 MSL.
5. Call Oshkosh tower on 120.7 MHZ turning inbound over Ripon.
6. Listen for controller instructions as you approach Fisk. "Traffic to follow, etc.". Controller will use color and type aircraft at Fisk.
7. Controller will advise when to call Oshkosh tower on 118.5 MHZ.

DO NOT GO BEYOND FISK UNTIL APPROVED BY CONTROLLERS ON 120.7 MHz

OSHKOSH FREQUENCIES

1. ATIS 125.8
2. TOWER 120.7
3. LOCAL TOWER 118.5
4. VORTAC 111.8

CANCEL FLIGHT PLANS WITH GRB FSS
T-122.1 R. OSH VOR 111.8

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE WORLDS AEROBATICS COMPETITION WITTMAN FIELD, OSHKOSH, WISCONSIN

August 17—August 30, 1980

Due to the heavy volume of traffic generated by the Worlds Aerobatics Competition, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Wittman Airport, Oshkosh, Wisconsin from August 17 through August 30, 1980.

SPECIAL NOTICE
OSHKOSH TOWER

CONTROL TOWER HOURS OF OPERATION

The Oshkosh Tower will operate on a 24 hour per day basis throughout the Worlds Aerobatics Competition.

Frequencies OSH:

ATIS-125.8
Oshkosh Tower Approach-120.7
Oshkosh Tower Local-118.5
VORTAC-111.8
Ground Control-121.9

VFR ARRIVALS PROCEDURES

1. All inbound aircraft monitor the Oshkosh ATIS on 125.8 MHZ when thirty-five miles out from Oshkosh.
2. All aircraft use the Fisk Special Arrival Procedure. See Graphic. Remain clear of the depicted high density traffic area. Fly altitudes and speeds appropriate to direction flown. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232 at 18 miles) monitor Oshkosh Tower on 120.7 MHZ. Fly inbound toward Fisk on the southeast side of the railroad tracks. Arrival controllers will provide sequencing and routing to be flown using your aircraft color and type as you approach Fisk. You will be given clearance to contact the tower on 118.5 MHZ when you are cleared past Fisk. The route to be flown to Wittman Airport will be assigned by controllers at Fisk. Landing sequence and clearance will be issued by tower on 118.5 MHZ.

VFR HOLDING BEFORE RIPON

If holding of VFR traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency. Procedure to be used is as follows: Start a left turn, and note your position over the ground. Remain over that geographical point in VFR conditions. Continue to monitor the ATIS until the holding instructions are removed, and replaced with current arrival information. This will normally not exceed five minutes. This procedure will eliminate extremely heavy traffic holding over the feeder point, and will enhance a smooth flow of same direction traffic over the arrival route.

VFR HOLDING AFTER RIPON (SEE GRAPHIC INSERT)

If holding of VFR traffic becomes nesessary, traffic will be instructed to hold from over the village of Fisk (5 miles southwest of Wittman Field on railroad track), with a left turn west bound to the north end of Rush Lake, then counterclockwise around the lake, then back northeast bound on the northwest side of the railroad track. See Graphic Insert. (Be alert for other traffic on the southeast side of the railroad track.) Traffic at Fisk will be monitored and observed by controllers. Aircraft will be instructed to hold or to proceed to the airport.

DO NOT PROCEED PAST FISK WITHOUT ATC CLEARANCE

Two patterns will be available, one at 1800 feet MSL for traffic up to one hundred miles per hour, and the other at 2300 feet MSL for those who need one hundred and thirty miles per hour.

For the safety of all please use these speeds and altitudes as appropriate for your aircraft in your transitions and holding.

HIGHER PERFORMANCE

Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so.

VFR DEPARTURES

1. Before taxiing monitor ATIS on 125.8 MHZ for departure runway and information. While taxiing monitor ground control on 121.9 MHZ. Follow directions of signs and flagmen from the parking area to the departure runway.

2. To the maximum extent feasible runway 18 will be used for departures. It is imperative that all departures maintain runway heading until three miles south of the airport.

3. In the event runway 27 must be used for landings and departures, all departing aircraft must be alert for and avoid the runway 27 landing traffic pattern depicted in the graphic insert. Arriving aircraft will maintain 1000 AGL until north of runway 27. Departures will maintain 500 AGL until clear of all inbound traffic and patterns.

4. Runway 9 departures must depart the high density area in the northeast quadrant prior to proceeding on course. Remain clear of the depicted high density area after departure.

5. Do not call the tower for takeoff clearance. Tower controllers at the mobile unit will give you takeoff clearance with paddles or signal flashlights. Observe their signals carefully. Monitor 118.5 MHZ but do not call unless an emergency exists. Be alert for radio instructions on 118.5 MHZ using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or landing.

SPECIAL NOTICE

IFR TRAFFIC—CHICAGO CENTER

Due to the volume of IFR traffic which impacts Chicago Center airspace, special enroute, arrival, and departure traffic handling procedures will be instituted according to system demand.

NOTE: IFR arrival and departure delays of up to three (3) hours can be anticipated. Pilots should file their IFR flight plans from point of departure. Due to frequency congestion, Center controllers will not honor requests for air filed flight plans.

Pilots can anticipate flow control procedures which will generate departure delays off airports within Chicago Center airspace and airports which lie within adjacent Center/s airspace areas. Flow control procedures are most probable between the hours of 1000 (1500Z) and 1800 CST (2300Z).

IFR ARRIVALS

Chicago Center will be radar vectoring IFR traffic to the final approach course at the Wittman Airport. Due to the large volume of varying performance aircraft with the resultant effect on final approach sequencing, pilots are cautioned to closely monitor assigned airspeeds on final approach. Be prepared to discontinue your approach on final in order to enter a VFR traffic pattern.

Published missed approaches on approach plates serving the Wittman Airport may not, as a rule, be used during this period. Be prepared to execute an unpublished missed approach as specified by the controller.

Arriving IFR traffic can expect lengthy holding delays within a 75 N.M. radius of Oshkosh, Wisconsin. Be prepared to hold.

During appropriate weather/traffic conditions light weight single and twin engine piston powered aircraft expect the Rush Lake visual approach as charted.

IFR DEPARTURES

IFR flight plans should be filed at least one hour prior to the estimated time of departure. This can be done by calling Green Bay FSS toll free at 233-7920. An IFR clearance will not be issued if the flight plan is not on file. When ready to taxi, contact ground control on 121.9 MHZ and advise you are an IFR departure. Initially, only routing clearance will be issued. Heading to fly after departure and altitude will be assigned just prior to takeoff clearance. Taxi instructions will be issued by ground control in addition to marked signs and flagmen located on the airport. VFR and IFR taxiing aircraft will be segregated. IFR pre-departure holding areas will be marked at departure runways. These areas are for aircraft on IFR clearances who are not released by Center. All IFR traffic must pull into the marked area to insure proper departure sequence. The line of VFR aircraft will be stopped to allow IFR aircraft in these holding areas to depart as the releases are received from the Center. Takeoff clearance will be issued by the controllers at the runway mobile unit.

IFR TRAFFIC—ENROUTE

Enroute aircraft requesting routing through airspace within 75 N.M. of Oshkosh, Wisconsin can expect a minimum altitude of 11,000 feet. Reroutings can be anticipated. Aircraft requesting routing over the Chicago area can expect a minimum altitude of 11,000 feet. Depending on Chicago area traffic, reroutes of up to 75 N.M. clear of the Chicago O'Hare Airport can be anticipated.

VFR RADAR ADVISORY SERVICE TO VFR TRAFFIC

Chicago Center may, depending on traffic volume, provide radar advisory service to transponder equipped VFR traffic only. It is stressed that this service will be provided on a time available and controller workload basis. No VFR radar advisory service will be provided within a 50 mile radius of the Wittman Airport, Oshkosh, Wisconsin. Pilots are reminded that while being provided radar advisory service, it is imperative that, regardless of pilot rating, flight must be conducted in weather conditions which equal VFR conditions at all times. Chicago Center will not accept any request for conversion of VFR radar advisory service to an air filed IFR clearance request.

All pilots are asked to fully cooperate in order to keep delays at a minimum. The following reminders and suggestions are offered in your interest:

File routing which will avoid Chicago O'Hare Airport by at least 50 N.M.

If you can fly in an aircraft with a transponder, by all means do so—be prepared to hold, check your fuel

quantity—be familiar with the various approaches at the Wittman Field and surrounding airports—insure currency of charts—check NOTAMS—be prepared for a routing clear of Restricted Area 6903, which lies over Lake Michigan east of Oshkosh, Wisconsin—if you do not desire a clearance over Lake Michigan, advise so when filing your flight plan—remember, you must have a Transponder/Mode "C" altitude reporting if you intend to fly above 12,500 feet MSL. (Refer FAR 91.24)

SPECIAL NOTICE
AIRPORT/S—FSS INFORMATION

FSS-AT GREEN BAY, WISCONSIN

All Flight Service Station services will be provided from the Green Bay FSS on a 24 hour basis. Public telephones will be located strategically throughout the aircraft parking area. For pilot briefing services and flight plans call 233-7920, (local call). The telephone number will be prominently posted at all phone locations.

DAILY AEROBATIC DEMONSTRATIONS

Flight demonstrations of an aerobatic nature will be conducted daily. The air show operations area is: from the surface to 6,000 feet AGL from August 17 through August 30, 1980, and will be in effect from 1700 to 1800 LST daily. On Sunday, August 17, Saturday, August 23, Sunday, August 24, and Saturday, August 30, the field will be closed from 1330 to 1800 hours and airspace from the surface through 7,500 AGL.

AEROBATIC BOX

Daily aerobatic competition will be conducted in a 1,000 square meter aerobatic box located adjacent to Wittman Field, Oshkosh, Wisconsin. The aerobatic box operation area: from the surface to 4,000 feet AGL, situated 3,000 feet west of runways 18/36, and bounded to the south by Ripple Road adjacent to approach end of runway 18, to the west by highway 41, to the north by the east-west road (Waukau Avenue), south of the control tower

All traffic, except scheduled aircraft shall remain well clear of this area.

GREEN BAY AREA RADIO

We suggest pilot filing inbound flight plans, landing Oshkosh, add an additional ½ hour to their ETE to allow for delays in landing and parking. Aircraft enroute to the Oshkosh area are requested to cancel flight plans with Green Bay Area Radio approaching airport of intended landing. (Advise which VOR or frequency on which a reply is expected.) Pilots can establish communications with Green Bay Radio through the following VORs.

OSH-T 122.1 MHZ
R 111.8 MHZ
Oshkosh

GRB-T 122.1 MHZ
R 117.0 MHZ
Green Bay

VFR FLIGHT PLANS

Everyone is urged to file a flight plan. Pilots with two-way radio equipped aircraft should close flight plans with OSHKOSH RADIO prior to or after landing. Transmit on 122.1 MHZ and listen on 111.8 MHZ. Pilots without radio equipped aircraft should close their flight plans via telephone with Green Bay Flight Service Station. There are numerous telephones in all parking areas. The local telephone number for Green Bay FSS is 233-7920. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

MTW-T 122.1 MHZ
R 111.0 MHZ
Manitowoc

MNM-T 122.1 MHZ
R 109.6 MHZ
Menominee

T-Transmit
R-Receive

Simplex radio frequencies at Green Bay Area Radio are 122.2 MHZ and 122.55 MHZ and at Fond du Lac 122.5 MHZ. Telephone numbers for closing or filing flight plans are:

At Appleton	739-5293
At Brennand	Enterprise 1015
At Clintonville	823-2868
At Fond du Lac	923-0190
At Menominee	863-8710
At Sheboygan	458-9602
At Oshkosh	233-7920

Pilots please indicate on your flight plan the airport of intended landing in the Oshkosh area:

Oshkosh	OSH
Appleton	ATW
Brennand	79C
Fond du Lac	FLD
New Holstein	8D1

AIRPORT INFORMATION FOR THE OSHKOSH AREA

Wittman Field-Oshkosh: Location of the WAC, 2.5 miles south of downtown Oshkosh. SPECIAL PROCEDURES TO BE FOLLOWED. Field elevation-805 feet. Traffic pattern altitudes 600 feet AGL all runways.

Outgamie County-Appleton: 17 miles north of Oshkosh Airport. Field elevation-918 feet. Unicom-122.95 MHZ. Longest runway 7,000 feet, concrete. Lighted. Fuel: 80/87, 100/103, jet. Approach Control through Green Bay 126.3 MHZ. Appleton Tower frequencies: Local Control-119.6 MHZ, Ground Control-121.7 MHZ.

Fond du Lac County-Fond du Lac: 13 miles south/southeast of Oshkosh Airport. Field elevation-809 feet Unicom-122.8 MHZ. Longest runway 5,000 feet, bituminous. Lighted. Fuel: 80/87, 100/130, jet. Approach Control through Chicago Center 127.5 MHZ, Green Bay Area Radio simplex frequencies, 122.5 or 125.55 MHZ.

Brennand Airport-Neenah: 10 miles north of Oshkosh Airport. Field elevation-850 feet. North/south runway 2,170 feet, gravel. Fuel: 80/87, 100/130.

New Holstein Airport-New Holstein: 19 miles east/southeast of Oshkosh Airport. Field elevation-992 feet. Northwest/southeast runway 3,600 feet, bituminous. Lighted. Fuel: 80/87, 100/unlead. Unicom-122.8 MHZ.

SPECIAL NOTICE
AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the Worlds Aerobatics Competition.

All light single and multi engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are at pilots own risk.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surfaced) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass parking area before noon of the day following their arrival. Limited overnight tie down space is available at the FBO for a nominal charge.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangments with the Airport manager, Wittman Field Airport.

STUDENT PILOT TRAINING

No student training flights will be authorized at Oshkosh Wittman Field during the Worlds Aerobatics Competition. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

FUELING REQUIREMENTS

FBO advises only cash, Shell credit cards, VISA or Master Charge will be accepted for fuel purchases.

NON-RADIO EQUIPPED AIRCRAFT WILL NOT BE ALLOWED.

OSHKOSH
1980
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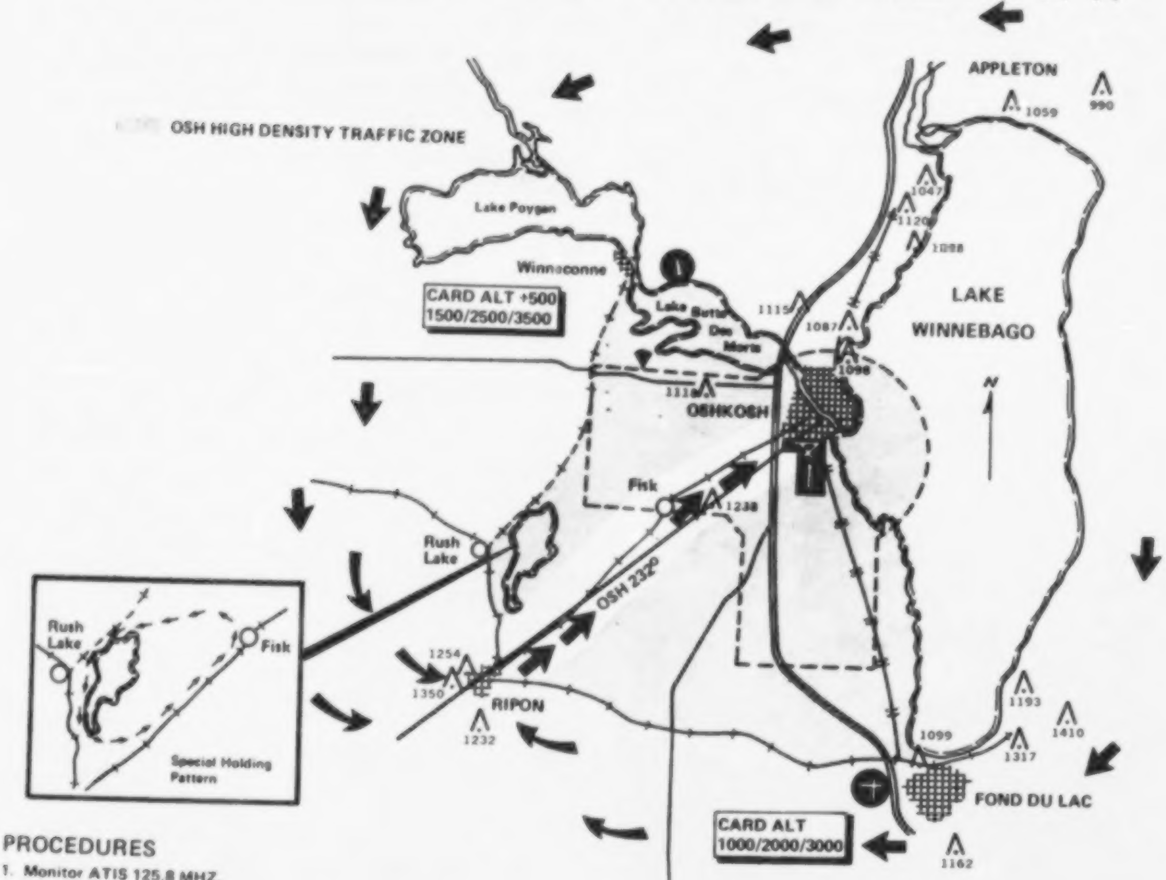
WORLD AEROBATIC CHAMPIONSHIPS
☆ ☆ ☆ VFR ARRIVAL PROCEDURES ☆ ☆ ☆


OSH HIGH DENSITY TRAFFIC ZONE
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1120
1088
Lake Poygan
Winneconne
CARD ALT +500
1500/2500/3500
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1115
1087
LAKE
WINNEBAGO
1098
1118
OSHKOSH
N
Fisk
1238
Rush Lake
OSH 232°
Rush Lake
Fisk
Special Holding Pattern
1254
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RIPON
1232
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1410
1099
1317
FOND DU LAC
CARD ALT
1000/2000/3000
1162

PROCEDURES

1. Monitor ATIS 125.8 MHZ.
2. Enter transition over Ripon.
3. Proceed along south side of R.R. tracks toward Fisk.
4. Traffic at 110 MPH should fly at 1000 AGL-1800 MSL. Traffic at 130 MPH should fly 1500 AGL-2300 MSL.
5. Call Oshkosh tower on 120.7 MHZ turning inbound over Ripon.
6. Listen for controller instructions as you approach Fisk. "Traffic to follow, etc.". Controller will use color and type aircraft at Fisk.
7. Controller will advise when to call Oshkosh tower on 118.5 MHZ.

DO NOT GO BEYOND FISK UNTIL APPROVED BY CONTROLLERS ON 120.7 MHz

OSHKOSH FREQUENCIES

1. ATIS 125.8
2. TOWER 120.7
3. LOCAL TOWER 118.5
4. VORTAC 111.8

CANCEL FLIGHT PLANS WITH GRB FSS
T-122.1 R. OSH VOR 111.8

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

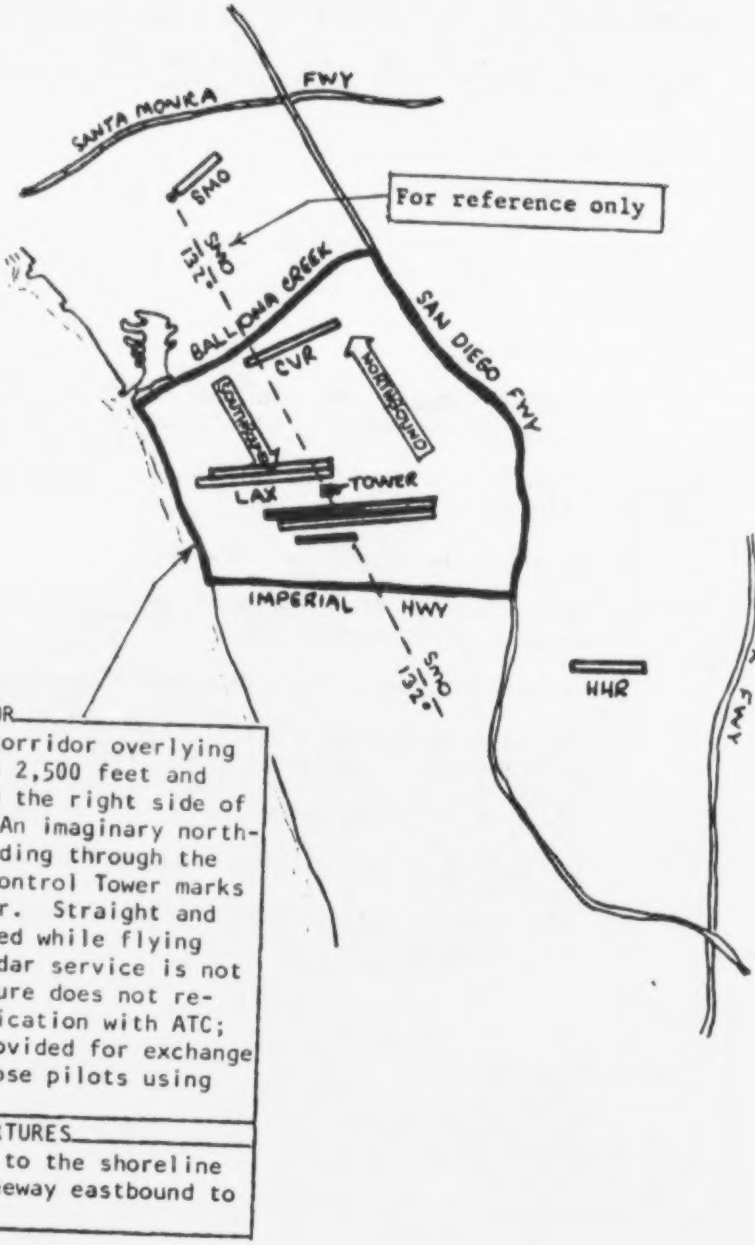
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
132° SMO
For reference only
BALLONA CREEK
SAN DIEGO FWY
CVR
NORTHBOUND
SOUTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132°
HHR
HARBOR FWY

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

CORRECTION TO AIRMAN'S INFORMATION MANUAL (AIM)

LOCAL FLOW TRAFFIC MANAGEMENT PROGRAM

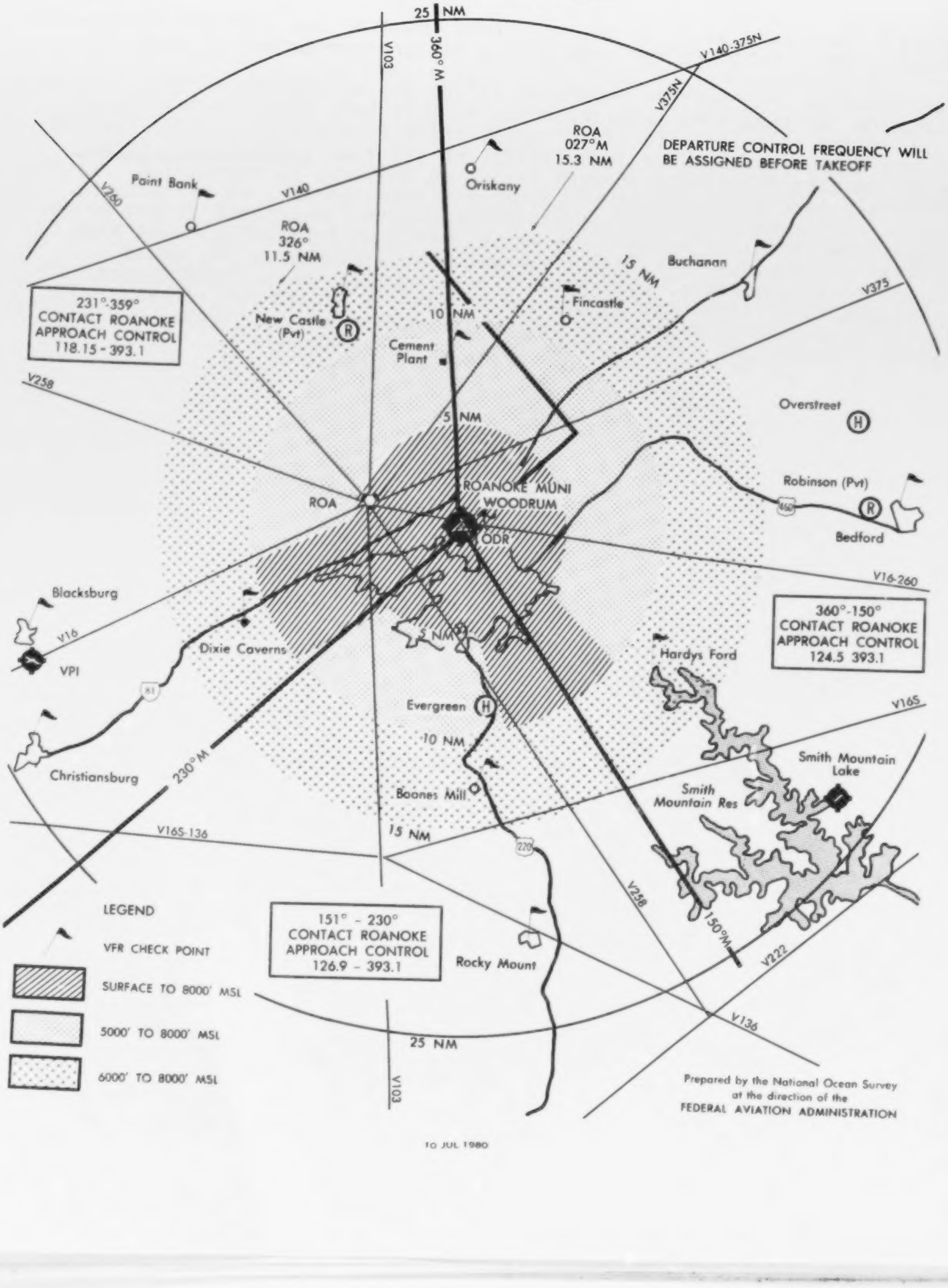
CORRECT PARAGRAPH 361.a OF THE JULY 1980 ISSUE OF THE AIRMAN'S INFORMATION MANUAL (AIM), BASIC FLIGHT INFORMATION AND ATC PROCEDURES TO READ:

THIS PROGRAM IS A CONTINUING EFFORT BY THE FAA TO ENHANCE SAFETY, MINIMIZE THE IMPACT OF AIRCRAFT NOISE AND CONSERVE AVIATION FUEL. THE ENHANCEMENT OF SAFETY AND REDUCTION OF NOISE IS ACHIEVED IN THIS PROGRAM BY MINIMIZING LOW ALTITUDE MANEUVERING OF ARRIVING TURBOJET AND TURBOPROP AIRCRAFT WEIGHING MORE THAN 12,500 POUNDS AND, BY PERMITTING DEPARTURE AIRCRAFT TO CLIMB TO HIGHER ALTITUDES SOONER, AS ARRIVALS ARE OPERATING AT HIGHER ALTITUDES AT THE POINTS WHERE THEIR FLIGHT PATHS CROSS. THE APPLICATION OF THESE PROCEUDRES ALSO REDUCES EXPOSURE TIME BETWEEN CONTROLLED AIRCRAFT AND UNCONTROLLED AIRCRAFT AT THE LOWER ALTITIDES IN AND AROUND THE TERMINAL ENVIRONMENT. FUEL CONSERVATION IS ACCOMPLISHED BY ABSORBING ANY NECESSARY ARRIVAL DELAYS FOR AIRCRAFT INCLUDED IN THIS PROGRAM OPERATING AT THE HIGHER AND MORE FUEL EFFICIENT ALTITUDES.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

ROANOKE, VIRGINIA
WOODRUM MUNICIPAL AIRPORT
FIELD ELEV 1175′ MSL

INSERT IN
GRAPHIC NOTICES

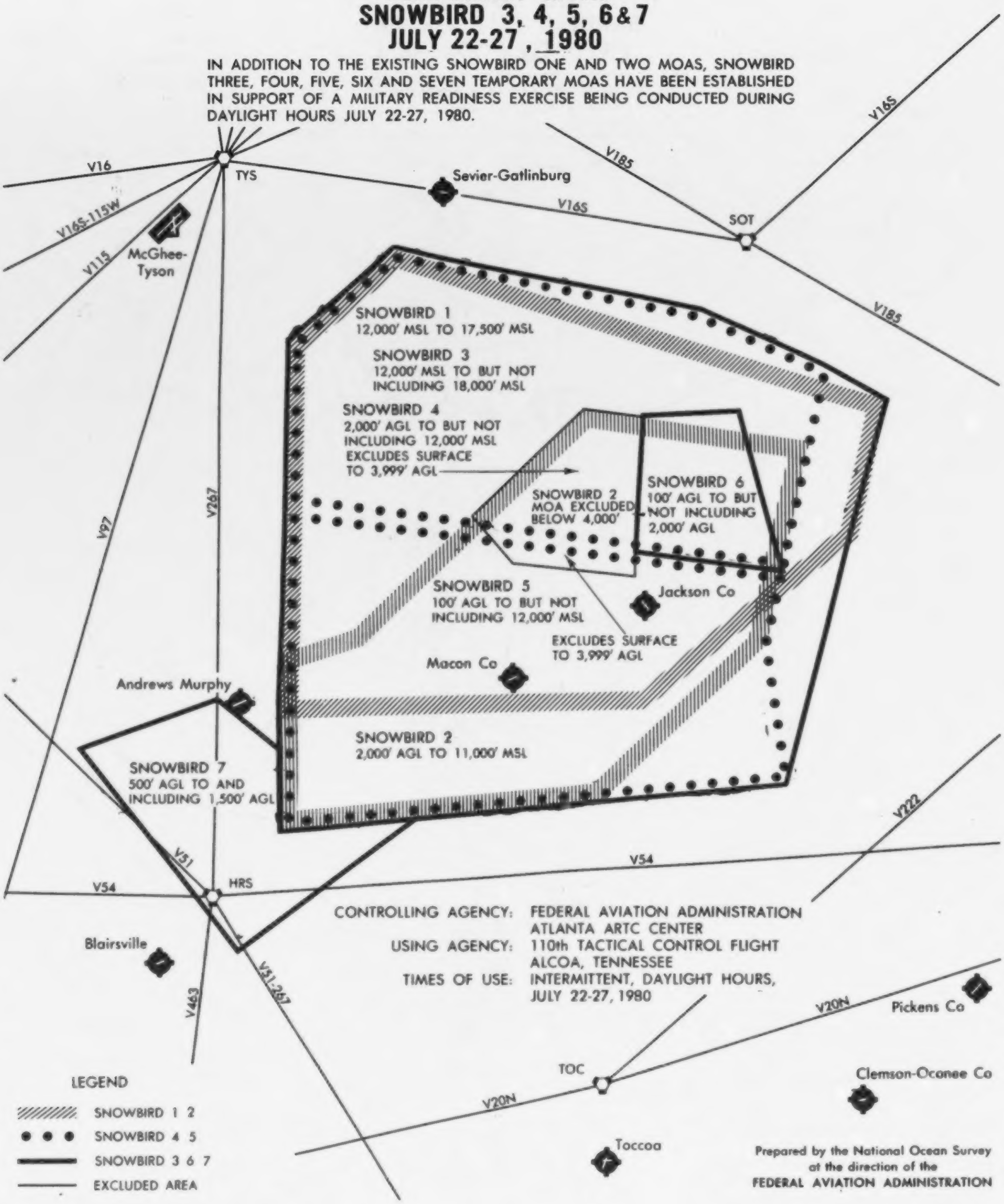

25 NM
360°M
V103
V140-375N
V375N
ROA 027°M 15.3 NM
DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED BEFORE TAKEOFF
Paint Bank
V260
V140
Oriskany
ROA 326° 11.5 NM
15 NM
Buchanan
V375
Fincastle
10 NM
New Castle (Pvt)
R
Cement Plant
231°-359° CONTACT ROANOKE APPROACH CONTROL 118.15 - 393.1
V258
Overstreet
H
5 NM
ROANOKE MUNI WOODRUM
ROA
ODR
Robinson (Pvt)
460
R
Bedford
V16-260
Blacksburg
360°-150° CONTACT ROANOKE APPROACH CONTROL 124.5 393.1
V16
VPI
Dixie Caverns
5 NM
Hardys Ford
81
Evergreen
H
V16S
10 NM
Smith Mountain Lake
Christiansburg
230°M
Boones Mill
Smith Mountain Res
V16S-136
15 NM
220
V258
LEGEND
VFR CHECK POINT
SURFACE TO 8000′ MSL
5000′ TO 8000′ MSL
6000′ TO 8000′ MSL
151° - 230° CONTACT ROANOKE APPROACH CONTROL 126.9 - 393.1
Rocky Mount
150°M
V222
V136
25 NM
V103

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

10 JUL 1980

SENTRY VOLUNTEER 80
GEORGIA-NORTH CAROLINA-TENNESSEE
TEMPORARY MOAs
SNOWBIRD 3, 4, 5, 6 & 7
JULY 22-27, 1980

IN ADDITION TO THE EXISTING SNOWBIRD ONE AND TWO MOAS, SNOWBIRD THREE, FOUR, FIVE, SIX AND SEVEN TEMPORARY MOAS HAVE BEEN ESTABLISHED IN SUPPORT OF A MILITARY READINESS EXERCISE BEING CONDUCTED DURING DAYLIGHT HOURS JULY 22-27, 1980.


V16
TYS
V165-115W
V115
McGhee-Tyson
Sevier-Gatlinburg
V185
V16S
SOT
V16S
V185
SNOWBIRD 1
12,000' MSL TO 17,500' MSL
SNOWBIRD 3
12,000' MSL TO BUT NOT INCLUDING 18,000' MSL
SNOWBIRD 4
2,000' AGL TO BUT NOT INCLUDING 12,000' MSL
EXCLUDES SURFACE TO 3,999' AGL
SNOWBIRD 2
MOA EXCLUDED BELOW 4,000'
SNOWBIRD 6
100' AGL TO BUT NOT INCLUDING 2,000' AGL
V267
V97
SNOWBIRD 5
100' AGL TO BUT NOT INCLUDING 12,000' MSL
Jackson Co
EXCLUDES SURFACE TO 3,999' AGL
Macon Co
Andrews Murphy
SNOWBIRD 2
2,000' AGL TO 11,000' MSL
SNOWBIRD 7
500' AGL TO AND INCLUDING 1,500' AGL
V222
V54
V51
V54
HRS
Blairsville
V463
V51-267
V20N
Pickens Co
TOC
Clemson-Oconee Co
V20N
Toccoa
LEGEND
▨ SNOWBIRD 1 2
● ● ● SNOWBIRD 4 5
━ SNOWBIRD 3 6 7
— EXCLUDED AREA

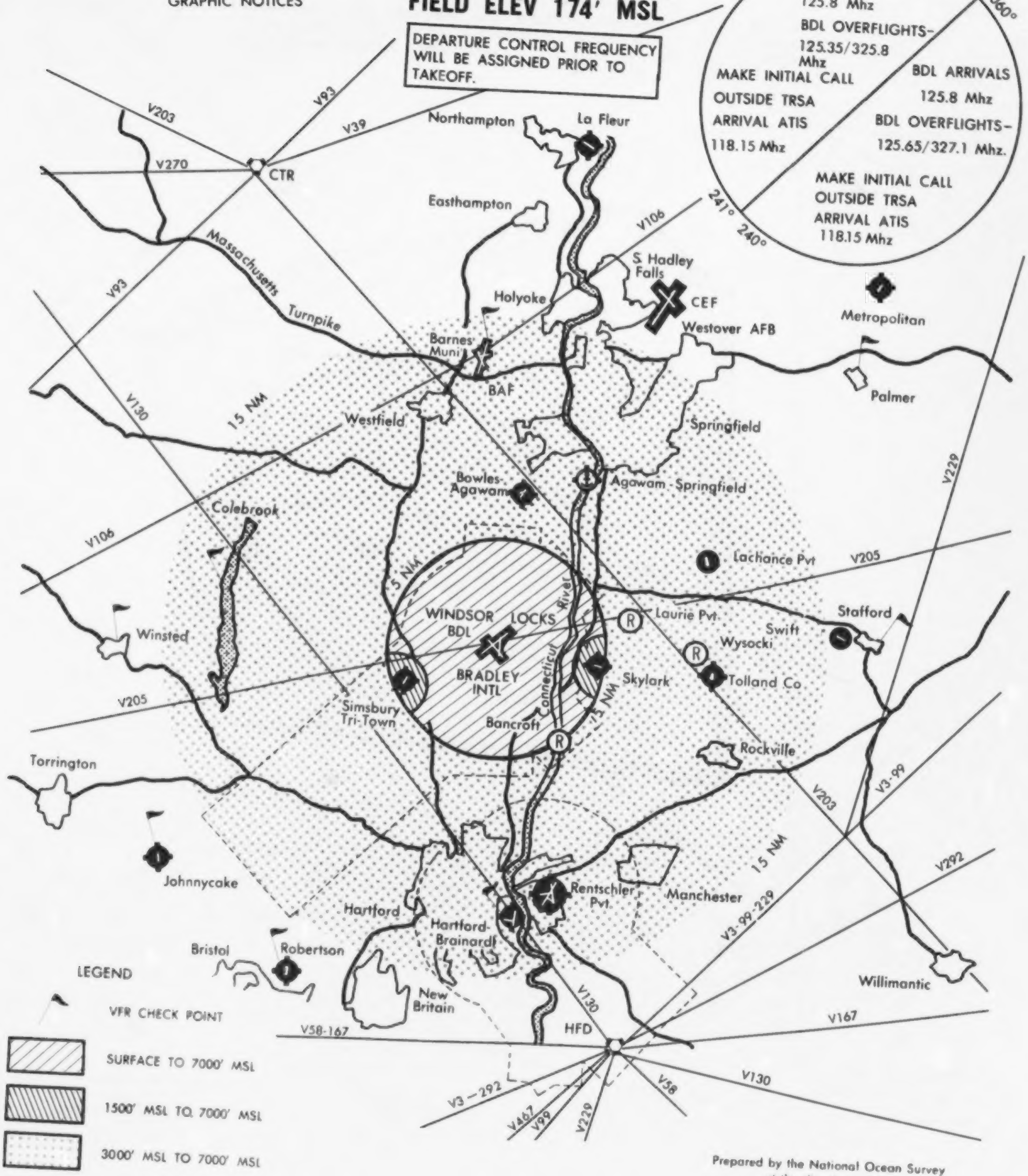
CONTROLLING AGENCY: FEDERAL AVIATION ADMINISTRATION
ATLANTA ARTC CENTER
USING AGENCY: 110th TACTICAL CONTROL FLIGHT
ALCOA, TENNESSEE
TIMES OF USE: INTERMITTENT, DAYLIGHT HOURS,
JULY 22-27, 1980

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

WINDSOR LOCKS CONN.
BRADLEY INTL AIRPORT
FIELD ELEV 174′ MSL



DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED PRIOR TO TAKEOFF.

059° – 241°:
BDL ARRIVALS– 125.8 Mhz
BDL OVERFLIGHTS– 125.35/325.8 Mhz
MAKE INITIAL CALL OUTSIDE TRSA
ARRIVAL ATIS 118.15 Mhz

060° – 240°:
BDL ARRIVALS 125.8 Mhz
BDL OVERFLIGHTS– 125.65/327.1 Mhz.
MAKE INITIAL CALL OUTSIDE TRSA
ARRIVAL ATIS 118.15 Mhz

LEGEND

- VFR CHECK POINT
- ▨ SURFACE TO 7000′ MSL
- ▨ 1500′ MSL TO 7000′ MSL
- ░ 3000′ MSL TO 7000′ MSL

059°
060°
241°
240°
V93
V203
V39
V270
CTR
V106
Northampton
La Fleur
Easthampton
S Hadley Falls
CEF
Westover AFB
Metropolitan
Massachusetts Turnpike
Holyoke
Barnes Muni
BAF
Palmer
Westfield
15 NM
V130
Springfield
V229
Bowles-Agawam
Agawam-Springfield
Colebrook
Lachance Pvt
V205
5 NM
WINDSOR LOCKS
BDL
BRADLEY INTL
Connecticut River
Laurie Pvt.
Swift
Stafford
Wysocki
Winsted
Skylark
Tolland Co
Simsbury Tri-Town
Bancroft
Rockville
Torrington
V203
V3-99
V292
Johnnycake
Rentschler Pvt.
Manchester
V3-99-229
Hartford
Hartford-Brainard
Bristol
Robertson
New Britain
Willimantic
V167
V58-167
HFD
V130
V3–292
V58
V467
V99
V229

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

30 JUN 1980

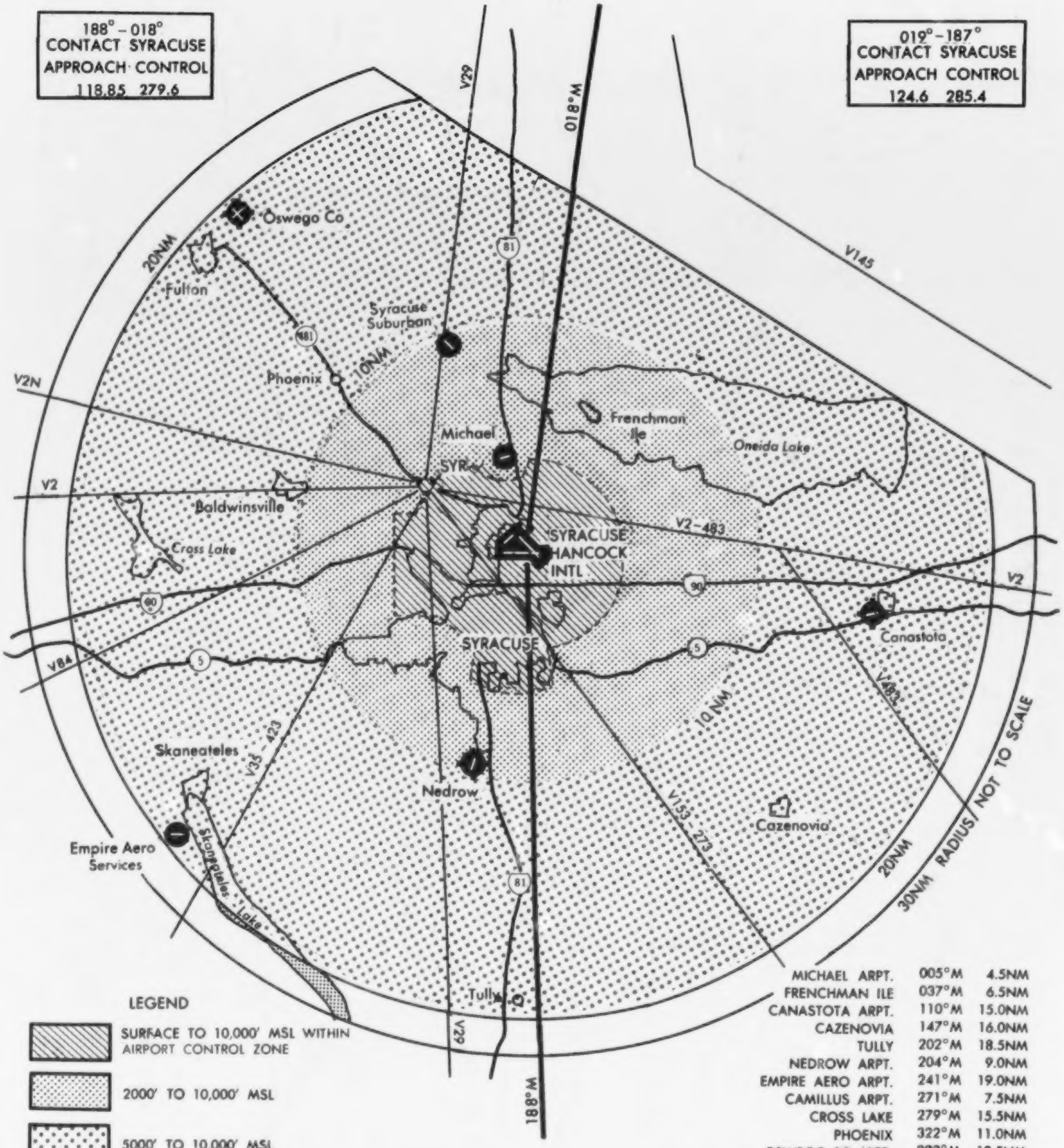
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SYRACUSE, N.Y., SYRACUSE HANCOCK INTL ARPT.

FIELD ELEV. 421′ MSL

188° – 018°
CONTACT SYRACUSE
APPROACH CONTROL
118.85 279.6

019°–187°
CONTACT SYRACUSE
APPROACH CONTROL
124.6 285.4


V29
018°M
V145
Oswego Co
20NM
Fulton
81
Syracuse Suburban
481
10NM
Phoenix
V2N
Frenchman Ile
Oneida Lake
Michael
SYR
V2
Baldwinsville
V2–483
SYRACUSE HANCOCK INTL
Cross Lake
90
V2
Canastota
V84
5
SYRACUSE
5
V483
V35 423
10NM
Skaneateles
NOT TO SCALE
Nedrow
V153 273
Cazenovia
Empire Aero Services
30NM RADIUS
20NM
Skaneateles Lake
81
30NM
Tully
V29
188°M

LEGEND

▨ SURFACE TO 10,000′ MSL WITHIN AIRPORT CONTROL ZONE

░ 2000′ TO 10,000′ MSL

⁘ 5000′ TO 10,000′ MSL

☐ OTHER SERVICES

MICHAEL ARPT.	005°M	4.5NM
FRENCHMAN ILE	037°M	6.5NM
CANASTOTA ARPT.	110°M	15.0NM
CAZENOVIA	147°M	16.0NM
TULLY	202°M	18.5NM
NEDROW ARPT.	204°M	9.0NM
EMPIRE AERO ARPT.	241°M	19.0NM
CAMILLUS ARPT.	271°M	7.5NM
CROSS LAKE	279°M	15.5NM
PHOENIX	322°M	11.0NM
OSWEGO CO ARPT.	322°M	18.5NM
SYR. SUBURBAN ARPT.	354°M	9.5NM

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

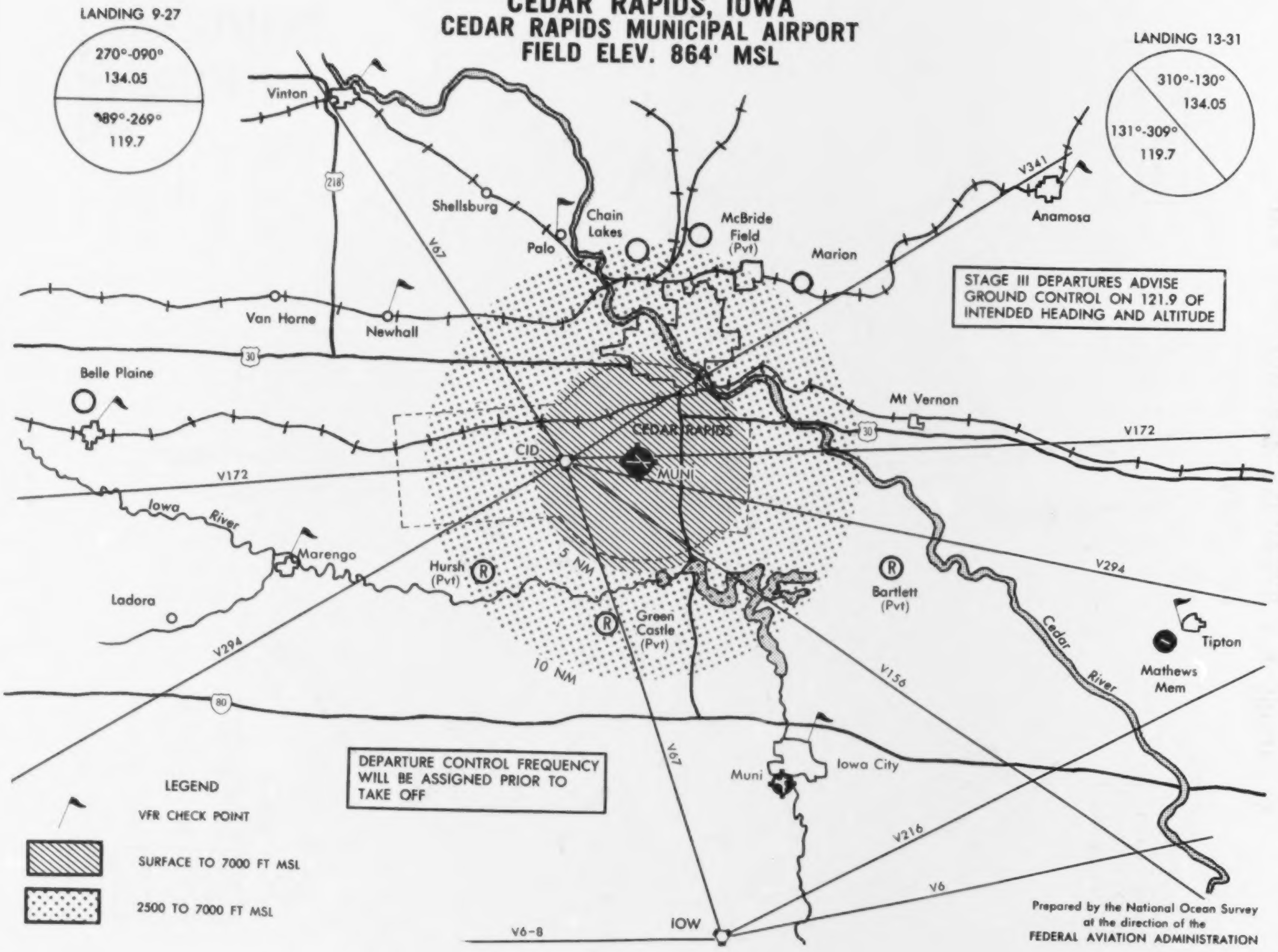
29 NOV 1979

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

CEDAR RAPIDS, IOWA

CEDAR RAPIDS MUNICIPAL AIRPORT
FIELD ELEV. 864' MSL


LANDING 9-27
270°-090°
134.05
089°-269°
119.7
LANDING 13-31
310°-130°
134.05
131°-309°
119.7
Vinton
218
Shellsburg
Palo
Chain Lakes
McBride Field (Pvt)
Marion
V341
Anamosa
Van Horne
Newhall
30
Belle Plaine
Mt Vernon
V172
CEDAR RAPIDS
CID
MUNI
V67
Iowa River
Marengo
Hursh (Pvt)
5 NM
10 NM
Green Castle (Pvt)
Bartlett (Pvt)
V294
Ladora
Cedar River
Tipton
Mathews Mem
V156
80
Muni
Iowa City
V216
V6
V6-8
IOW
LEGEND
VFR CHECK POINT
SURFACE TO 7000 FT MSL
2500 TO 7000 FT MSL

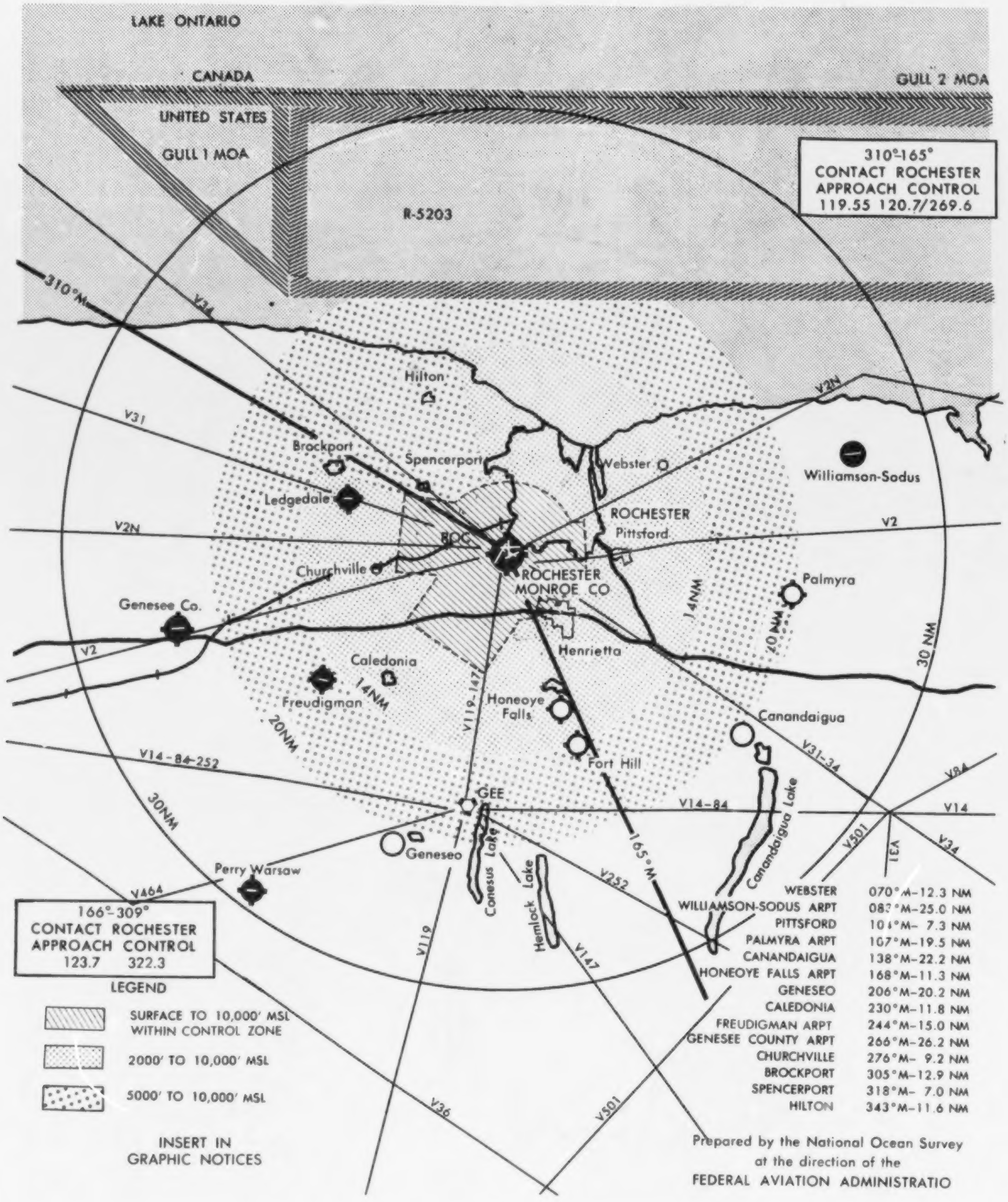
STAGE III DEPARTURES ADVISE GROUND CONTROL ON 121.9 OF INTENDED HEADING AND ALTITUDE

DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED PRIOR TO TAKE OFF

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

ROCHESTER, NEW YORK, ROCHESTER MONROE COUNTY AIRPORT
FIELD ELEV. 559' MSL


LAKE ONTARIO
CANADA
UNITED STATES
GULL 1 MOA
GULL 2 MOA
R-5203
310°M
165°M
V34
V31
V2N
V2
V14-84-252
V14-84
V14
V84
V119-147
V119
V147
V252
V464
V501
V36
V31-34
Hilton
Brockport
Spencerport
Ledgedale
Webster
Williamson-Sodus
ROCHESTER
Pittsford
ROC
Churchville
ROCHESTER MONROE CO
Palmyra
Genesee Co.
Henrietta
Caledonia
Freudigman
Honeoye Falls
Canandaigua
Fort Hill
GEE
Geneseo
Perry Warsaw
Conesus Lake
Hemlock Lake
Canandaigua Lake
14NM
20NM
30NM

310°-165°
CONTACT ROCHESTER
APPROACH CONTROL
119.55 120.7/269.6

166°-309°
CONTACT ROCHESTER
APPROACH CONTROL
123.7 322.3

WEBSTER	070°M-12.3 NM
WILLIAMSON-SODUS ARPT	083°M-25.0 NM
PITTSFORD	104°M- 7.3 NM
PALMYRA ARPT	107°M-19.5 NM
CANANDAIGUA	138°M-22.2 NM
HONEOYE FALLS ARPT	168°M-11.3 NM
GENESEO	206°M-20.2 NM
CALEDONIA	230°M-11.8 NM
FREUDIGMAN ARPT	244°M-15.0 NM
GENESEE COUNTY ARPT	266°M-26.2 NM
CHURCHVILLE	276°M- 9.2 NM
BROCKPORT	305°M-12.9 NM
SPENCERPORT	318°M- 7.0 NM
HILTON	343°M-11.6 NM

LEGEND

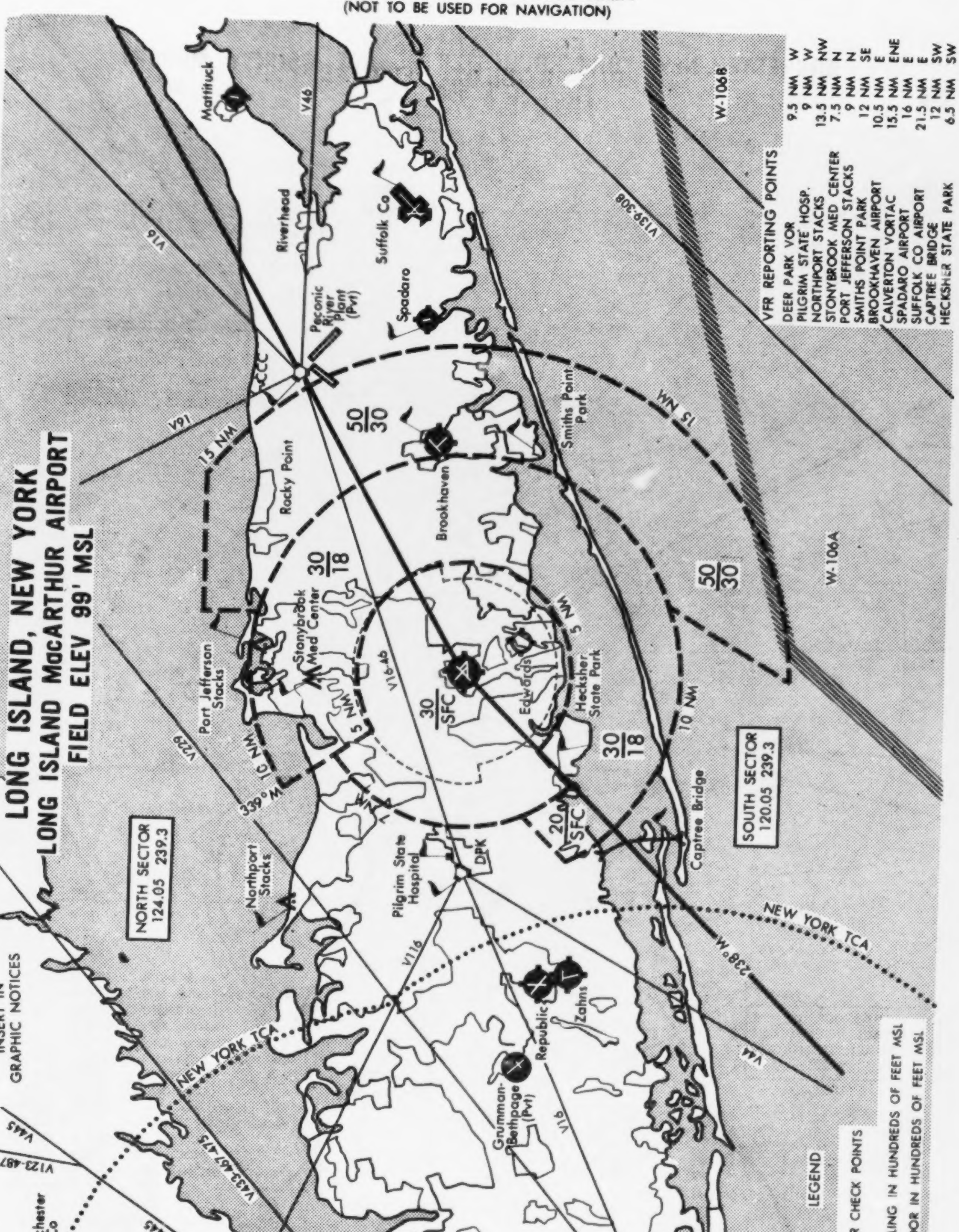
▨	SURFACE TO 10,000' MSL WITHIN CONTROL ZONE
░	2000' TO 10,000' MSL
⁘	5000' TO 10,000' MSL

INSERT IN
GRAPHIC NOTICES

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATIO

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)


LONG ISLAND, NEW YORK
LONG ISLAND MacARTHUR AIRPORT
FIELD ELEV 99' MSL
INSERT IN GRAPHIC NOTICES
NORTH SECTOR 124.05 239.3
SOUTH SECTOR 120.05 239.3
Westchester Co
V123-445
V123-487
V445
V433-467-475
V229
V16
V116
V16-46
V91
V46
V139-308
V44
NEW YORK TCA
339°M
238°M
16 NM
15 NM
10 NM
5 NM
Northport Stacks
Port Jefferson Stacks
Stonybrook Med Center
Rocky Point
Peconic River Plant (Pvt)
Riverhead
Mattituck
Suffolk Co
Spadaro
Brookhaven
Smiths Point Park
Edwards
Heckshher State Park
Captree Bridge
Pilgrim State Hospital
DPK
Republic
Zahns
Grumman-Bethpage (Pvt)
CCC
W-106A
W-106B
30/SFC
20/SFC
30/18
50/30
LEGEND
VFR CHECK POINTS
30/18 CEILING IN HUNDREDS OF FEET MSL
FLOOR IN HUNDREDS OF FEET MSL

VFR REPORTING POINTS

DEER PARK VOR	9.5 NM	W
PILGRIM STATE HOSP.	9 NM	W
NORTHPORT STACKS	13.5 NM	NW
STONYBROOK MED CENTER	7.5 NM	N
PORT JEFFERSON STACKS	9 NM	N
SMITHS POINT PARK	12 NM	SE
BROOKHAVEN AIRPORT	10.5 NM	E
CALVERTON VORTAC	15.5 NM	ENE
SPADARO AIRPORT	16 NM	E
SUFFOLK CO AIRPORT	21.5 NM	E
CAPTREE BRIDGE	12 NM	SW
HECKSHER STATE PARK	6.5 NM	SW

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni-directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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AUG 8 1980

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CLASS TWO NOTAMS

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

M.H.

AUTOMATED WEATHER ADVISORY SYSTEM
See page Special—1, 2

SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
See page Special—3

OFFSHORE SPECIAL AIRSPACE
See page Special—4

IFR ROUTES N.Y. METRO COMPLEX
See page Special—5

DENVER STAPLETON EXPANDED METERING
See page Special—6

EFAS FACILITIES
See page Special—7

LAKE TAHOE NOISE ABATEMENT PROCEDURES
See page Special—8

LONG ISLAND TRSA
See page Special—9

BLAKESBURG ANTIQUE AIRFIELD FLY-IN
See page Special—10

VOICE RESPONSE SYSTEM
See page Special—11, 12

OSHKOSH 1980 EAA CONVENTION
See page Special—13, 14, 15, 16, 17 18, 19, 20, 21

LOS ANGELES TCA
See page Special—22, 23

CORRECTION TO AIRMEN'S INFORMATION MANUAL
See page Special—24

August 7, 1980
Next Issue
August 21, 1980

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

NOTICES TO AIRMEN

INFORMATION CURRENT AS OF JULY 26, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESSS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

The Indiantown Temporary MOA is established for the maneuvering of jet aircraft utilizing R-5802A/B. This temporary airspace is established in support of a military readiness exercise being conducted July 22-24, August 5-7 and August 19-21.

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly clsd. (8/80)

SELMA VOR "CAQ" OTS until 8/15. (7/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

GRAND CANYON NATIONAL PARK: Unicom Freq 122.95. (7/80)

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

GRASS VALLEY NEVADA COUNTY ARPT: Thr Rwy 25 dsplcd 200 ft. VASI Rwy 25 OTS UFN. (7/80)

LAKE HUGHES VORTAC: Until 4/1/81 Avoid flying below 3000 ft AGL over or near the California Condor nesting area located within 10 miles west (180-360) of the Lake Hughes VORTAC. (7/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SACRAMENTO EXECUTIVE ARPT: Rwy 16-34 3491 ft. by 150 ft. Thr Rwy 16 no longer dsplcd. Rwy 02-20 5501 ft. by 150 ft. Thr Rwy 20 no longer dsplcd. (7/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80) Rwy 09-27 edge lgts and cntrln temply dsplcd either N or S & rwy width reduced to 150 ft vice 200 ft. Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Rwy 09 SSALR OTS until 8/8. Rwy 27 MALS OTS until 10/26. (7/80) ATCT clsd 2400-0600 until 10/26. Arpt clsd B747/L500/C5A until 10/26. (7/80)

SAN FRANCISCO INTL: ILS Rwy 28L OTS until 8/18. (6/80) ILS Rwy 19L OTS 8/5-8/15.

SAN JOSE ARPT: VOR unusable 110-130 below 9500 ft. (7/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER INTL ARPT: ILS LOC BC Rwy 17R OTS. (8/80)

GRAND JUNCTION WALKER FIELD ARPT: ILS Rwy 11 OTS until 11/6. (7/80)

CONNECTICUT

CHESTER: VORTAC "CTR" OTS 9/4-9/24. (7/80)

HARTFORD: VORTAC "HFD" OTS 9/24-10/14. (7/80)

MADISON VORTAC"MAD" OTS 10/15-11/4. (8/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 530 ft cranes 2.4 miles NW of arpt. Five lgtd 300 ft. cranes 1300 ft. west of AER 15. (7/80) Lgtd 274 ft crane 4000 ft west of arpt (8/80)

FLORIDA

CRYSTAL RIVER: Unicom freq 122.7. (7/80)

LAKELAND MUNI ARPT: Unicom freq 122.95. (7/80)

MIAMI INTL ARPT: Rwy 12-30 clsd B747 tkoffs UFN. (4/80) Thr rwy 30 dsplcd 1761 ft. (7/80)

ORLANDO INTL ARPTILS Rwy 36R CAT 2 NA. (8/80)

PENSACOLA REGIONAL ARPT: Mil opns Tue & Wed 0830-0930 until 12/80. WI 5 NM of NPA/TACAN/062 deg radial 21 DME (OLF Choctow) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

TAMPA INTL ARPT: Rwy 18L-36R 6800 ft by 150 ft. (8/80)

GEORGIA

ATLANTA CLAYTON VOR "LYN" unusable 095-085;085-095 beyond 12 NM all altitudes (7/80) VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

TWIN FALLS CITY-COUNTY ARPT: Unicom freq 122.95. (7/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 8/18-9/4. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

AURORA/SUGAR GROVE: Effective 8/1 ctlz hrs will be 0600-2000. (7/80)

BLOOMINGTON Ctlz hrs 0600-2100. (8/80)

LINCOLN NDB RTS.

CHICAGO-±O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS until 8/25. (5/80) Rwy 09R clsd to all opns until 8/25.

GALESBURG: Ctlz hrs 0700-2200 daily. (7/80)

LITCHFIELD: NDB "LTD" OTS Until 8/20. (7/80)

INDIANA

GREENFIELD POPE FIELD: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80) GS Rwy 23 OTS until 10/1. (8/80;

TERRE HAUTE HULMAN FIELD: Lgtd roadway 3 miles NW of arpt; do not mistake for runway. (8/80)

IOWA

DAVENPORT: Ctlz hrs 1100-1900 daily. (7/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

DODGE CITY MUNI ARPT: Rwy 02-20 clsd UFN. (7/80)

EMPORIA: VORTAC Unmon 0400-1100Z daily. (7/80)

GOODLAND ARPT: CTLZ hrs. 0500-2200. (8/80)

LIBERAL MUNI: GS Rwy 35 OTS until 9/30 (7/80)

MANHATTAN: VOR "MHK" unmon 0400-1100Z daily. (7/80)

KENTUCKY

CAMBELLSVILLE TAYLOR COUNTY: Rwy lgts Rwy 05-23 OTS until 9/1. (6/80)

LOUISIANA

JONESBORO ARPT: Arpt clsd UFN. (7/80)

MAINE

AUBURN-LEWISTON MUNI ARPT: Rwy 17-35 2750 ft by 75 ft. (8/80)

BIDDERFORD MUNI ARPT: Thr lgts Rwy 06-24 OTS UFN. (4/80)

BRUNSWICK: VORTAC "NHZ" unusable 050-056 beyond 25 NM. (7/80)

PRESQUE ISLE: Ctlz hrs 0500-2100 Mon-Sat 08002100 Sun. (7/80)

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

BEVERLY MUNI ARPT: SDF OTS. (3/80)

GARDNER MUNICIPAL ARPT: Stone filled ditch surrounding rwy on both sides. Do not taxi off paved area. (7/80)

NORWOOD MEML ARPT: Unicom freq 122.95. (8/80)

TAUNTON MUNI ARPT: Unicom freq 122.7. (8/80)

MICHIGAN

DETROIT/GROSS ISLE ARPT: UNICOM Freq 123.0 (7/80)

SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 764 ft. Rwy 05-23 clsd UFN. (7/8)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS indefly. (7/8)

TRAVERSE CITY CHERRY CAPITAL ARPT: Arpt clsd to unsked CAB cert ACR 2300-0430 (7/80)

MINNESOTA

DULUTH ARPT: ILS LOC Rwy 9 unusable MM inbound. (8/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

PRESTON FILLMORE COUNTY ARPT: VASI Rwys 10 & 28 OTS UFN. (7/80)

STARBUCK MUNI ARPT: Rwy lgts Rwy 15-33 OTS until 11/30. (7/80)

MISSISSIPPI

HATTIESBURG: NDB"HHB: OTS until 12/31. (7/80)

RAYMOND JOHN BELL WILLIAMS ARPT: Rwy 05-23 and 17-35 permly clsd. (7/80)

MISSOURI

BUFFALO MUNI ARPT: Thr Rwy 03 dsplcd 380 ft. Rwy 03-21 3193 ft by 50 ft. (7/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

CURTIS, CURTIS MUNI ARPT: Arpt clsd until 9/8. (8/80)

LINCOLN ARROW ARPT: Arpt permly clsd. (8/80)

NORFOLK: VOR "OFK" OTS until 9/4. (7/80)

RED CLOUD MUNI ARPT: Arpt clsd until 10/15. (8/80)

NEVADA

TONOPAH ARPT: Arpt clsd nights thru 8/15. Rwy 15-33 clsd and lgts OTS thru 8/15. (6/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 02-20 OTS. (1/80)

WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L clsd UFN. Rwy 12L-30R clsd except PP. (7/80)

NEW JERSEY

LAKEWOOD ARPT: Thr Rwy 24 dsplcd 250 ft. (6/80) Arpt clsd intmtly btn 1100-1700 daily until 9/1. (7/80)

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 clsd indefly. (7/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd indefly. (7/80)

NEW MEXICO

SILVER CITY/GRANT ARPT: CTLZ hrs 0600-2200 lcl until 8/18. (6/80)

TUCUMCARI: Ctlz hrs 0600-2200 lcl until 8/30. (7/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)

GLENS FALLS WARREN COUNTY ARPT: Unicom freq. 123.0. (8/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 04 OTS until Dec 25. (3/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

GREENSBORO: VORTAC "GSO" OTS 9/4-11/25. (7/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 clsd nights indefly. (7/80) RVR Rwy 31 OTS until Spring 1981. (7/80) CTLZ 0600-2100 until 9/6. (8/80)

JAMESTOWN MUNI ARPT: ILS Rwy 30 OTS 8/14-9/27. (7/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)

CLEVELAND BURKE LAKEFRONT ARPT: Rwy 06L-24R and VASI Rwy 06L OTS UFN. (6/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

DAYTON INTL ARPT: Rwy 06L-24R clsd; ALS & ILS Rwy 06L-24R OTS; RVR Rwy 06L OTS until 7/1/81. (8/80) ILS Rwy 06L CAT 2 NA. (8/80)

OTTAWA: NDB "OWX" OTS until 9/19. (7/80)

STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)

TOLEDO EXPRESS ARPT: Thr rwy 25 dsplcd 1600 ft and VASI OTS 7/18-8/9. (5/80)

TROY SKYPARK ARPT: Arpt clsd UFN. (7/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01/19 OTS. (7/80)

YOUNGSTOWN MUNI ARPT: REILS Rwy 05 & 23 OTS UFN. (8/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80) Thr Rwy 04 dsplcd 430 ft. (7/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

FAIRVIEW: NDB "FAU" OTS until 7/31. (7/80)

PRYOR CREEK PRYOR ARPT: VASIS Rwy 17 & 35 OTS indefly. (7/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

WILL ROGERS ARPT: ILS Rwy 35L RTS. (7/80) Rwy 17L-35R open.

OREGON

BAKER VORTAC: VORTAC unmonitored and without voice when FSS clsd. (8/80)

NORTH BEND: NDB unusable 350-170 beyond 10 NM 170;350 beyond 40 NM. (7/80)

PENDLETON: Ctlz hrs 0600-2200 until 9/30. (7/80)

PENNSYLVANIA

BERWICK ARPT: Arpt clsd UFN. (7/80)

COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; thr rwy 29 dsplcd 298 ft UFN. (8/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd indefly. (7/80)

LOCK HAVEN W.T. PIPER MEML ARPT: Rwy 09-27 clsd thru 0800 8/17. (8/80)

MOUNT PLEASANT ARPT: Unicom freq 122.7. (8/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS indefly. (7/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 clsd 2300-0600 excp Fri-Sat UFN.

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

BEAUFORT COUNTY ARPT: ARPT Clsd until aprxly 8/15. (5/80)

CHESTER MUNI ARPT: Rwy 17-35 clsd UFN. (4/80)

COLUMBIA METROPOLITAN ARPT: Rwy 11-29 clsd 1115-0630 daily except late skeduled ACR until 8/17. (8/80)

KINGSTREE NDB "CKI" OTS until 12/31. (8/80)

SOUTH DAKOTA

NO NOTICES THIS ISSUE

TENNESSEE

BOLIVAR-HALDEMAN COUNTY ARPT: VASIs rwy 18-36 OTS until 11/30. (8/80)
DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS indefly. (7/80)
MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 clsd indefly. (7/80)
SELMER, ROBERT SIBLEY ARPT: VASI Rwy 16/34 OTS indefly. (7/80) (5/80)
SPARTA: NDB "SRB" OTS until 12/31. (7/80)

TEXAS

ABILEEN MUNI ARPT: Unicom freq. 122.95. Thr rwy 22 dsplcd 238 ft. Rwy 17L-35R 7201 ft. by 150 ft. (8/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)
FORT HOOD: VOR unusable 271-319. (7/80)
WILLIAM P. HOBBY ARPT: Rubber accum NW 1500 ft Rwy 13-31. (7/80)
HOUSTON INTERCONTINENTAL ARPT: CAT II & III acft - all turns twd trml complex have std cntrln mkgs; turns away are not designed for tracking nosewheel on cntrln. (7/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 08-26 OTS indefly excp High intst. (7/80)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
MIDLAND REGIONAL ARPT: GS & MM Rwy 10 OTS until 8/15.
FORT STOCKTON PECOS COUNTY ARPT: Rwy 11R/29L 7500 ft by 100 ft. (7/80)
PECOS MUNI ARPT: Rwy 13-31 clsd;east 3200 ft Rwy 09-27 clsd. All Rwy lgts OTS UFN. (7/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

NO NOTICES THIS ISSUE

VERMONT

BURLINGTON, CHAMPLAIN ARPT: Unicom freq 122.8. (8/80)

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS indefly. (7/80)
HOPEWELL ARPT: Rwy 08-26 clsd indefly. (7/80)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd indefly. (5/78) VASI rwy 06-24 OTS thru Aug. (6/80)
MANASSAS ARPT: Dulles ATCT CD freq 121.65 vice 126.65. (7/80)
LAWRENCEVILLE BRUNSWICK ARPT: Thr Rwy 18 dsplcd 490 ft. (7/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

EPHRATA: Ctlz hrs are 0800-1600 until 9/1. (7/80)

WEST VIRGINIA

BLUEFIELD MERCER COUNTY ARPT: Two hrs PPR for opns 2200-0600. (7/80)
MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80) NE 800 ft Rwy 05-23 clsd. Arpt clsd nights. (7/80)

WISCONSIN

EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)
HARTFORD MUNI: Unicom freq 123.0. (7/80)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
CA	Fresno Air Terminal	CS
IA	Clinton Muni	AS
KY	London-Corbin	A
KY	Paducah Barkley Regional	AS
LA	Lafayette Regional	B
MI	Saginaw Tri-City	CS
MI	Flint Bishop	B
MI	Marquette County	AA
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1209 JULY 24, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC -------	NATIONAL FLIGHT DATA CENTER
9/103 -----	ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------	FLIGHT INFORMATION/TEMPORARY
FI/P ------	FLIGHT INFORMATION/PERMANENT
#----------	NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

FDC 0/867 FI/T /IKK/ GREATER KANKAKEE KANKAKEE IL. VOR RWY 4 AMDT 2 AND VOR RWY 22 AMDT 2 PROC DATA NOTE CHANGE UNICOM FREQ FOR OBTAINING KANKAKEE IL. ALSTG TO 123.0.

FDC 0/881 FI/T /PWK/ PAL-WAUKEE, CHICAGO/WHEELING/ IL. ILS RWY 16 AMDT 3 VOR RWY 16 AMDT 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDAS CAT A B C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/6L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R 12L 16 AND 24L. CLIMB RWY HEADING TO 1000 FT BEFORE TURNING EAST.

#FDC 0/1107 FI/P /UGN/ WAUKEGAN MEMORIAL WAUKEGAN IL. NDB RWY 23 AMDT 5 AND LOC RWY 23 AMDT 5 CORRECT US GOVT CHART /AL5324/ CHANGE NOTICE EFFECTIVE 10 JULY 80. ADD EFFECTIVE DATES ON BOTH PROCEDURES EFFECTIVE 24 JULY 80.

#FDC 0/1108 FI/P CORRECT US GOVT ENROUTE LOW ALT CHART L-23 PANEL A EFF 10 JULY 1980. EON VORTAC FREQ 113.2 AND CHANNEL 79 VICE 116.1 AND CHANNEL 108.

#FDC 0/1142 FI/P /MLI/ QUAD-CITY MOLINE IL. RADAR-1 AMDT 3. RWY 30 FAF 5 MILES FROM THRESHOLD MINIMUM ALTITUDE AT 2 MILE RADAR FIX 1260 FINAL APPROACH COURSE 304 DEG. THIS IS RADAR-1 AMDT 4.

INDIANA

#FDC 0/1117 FI/P /OKK/ KOKOMO MUNI KOKOMO IN. CORRECT US GOVT CHART/AL-711/CHANGE NOTICE EFFECTIVE 10 JUL 80. TAKE-OFF MINIMUMS ALL RWYS STANDARD.

#FDC 0/1145 FI/T /AID/ ANDERSON MUNI ANDERSON IN. LOC BC RWY 12 AMDT 2 PROC NA.

FDC 9/1871 FI/T (IMS) MADISON MUNI MADISON IN. NDB RWY 3 AMDT 4 PROC NA.

MICHIGAN

FDC 0/373 FI/T (MQT) MARQUETTE COUNTY, MARQUETTE, MI. LOC BC RWY 26 AMDT 5 NA.

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/570 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 4 TERMINAL ROUTES DELETE REEKI INT TO WALTZ INT. CHG DESCRIPTION OF SLUDD INT MI AS FOLLOWS. SW CRS I-DTW CRL R-230 AND 213 BEARING DT LOM.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0/679 FI/T /BEH/ ROSS FIELD BENTON HARBOR MI. LOC BC RWY 9 AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/698 FI/T /GRR/ KENT COUNTY INTL GRAND RAPIDS MI. NDB RWY 26L AMDT 13 SI MDA 1320 FT HAT 530 FT ALL CATS. CAT C VIS RVR 5000 CAT D VIS 11/2 MILES. CIRCLING CATS A/B/C MDA 1320 FT HAA 526 FT. ILS RWY 26L AMDT 14 SI LOC RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA 486 FT. RADAR-1 AMDT 4 SI RWY 26L MDA 1280 FT HAT 490 FT ALL CATS. SI RWY 36 MDA 1240 FT HAT 452 FT ALL CATS. CIRCLING CATS A/B/C MDA 1280 FT HAA FT. VOR RWY 36 AMDT 7 SI MDA 1240 FT HAT 452 ALL CATS.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

#FDC 0/1205 FI/P V-116 V-221 AMENDED AS FOLLOWS: V-116/221 CANCEL MOCA JACKSON MICH VORTAC TO SALEM MICH VORTAC.

OHIO

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

#FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCSK, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 0/1065 FI/T /DCA/ WASHINGTON NATIONAL/ WASHINGTON/ D.C. ILS RWY 36 AMDT 30 CAT II NA. VOR RWY 15 AMDT 4 SI AND CIRCLING VIS CAT C 21/2 CAT D 23/4. ALTN MINIMUMS 900 23/4. DUAL VOR OR VOR/ DME MINIMUMS SI AND CIRCLING MDA 780/ HAT/HAA 765 ALL CATS. VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CT C/D 800 23/4. VOR/ DME RWY 18 AMDT 4 SI RWY 18 MDA 780/ HAT 767 ALL CATS CIRCLING MDA 780 HAA 765 ALL CATS. SI AND CIRCLING VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. RADAR-1 AMDT 20 ASR RWY 15 MDA 780 HAT/HAA 765 ALL CATS VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. LDA RWY 18 AMDT 8 ALL SI AND CIRCLING VIS CAT C/D 3. ALTN MINIMUMS CAT C/D 1100-3. TAKEOFF MINIMUMS RWY 33/ 36 500-1 OR STANDARD WITH MINIMUM CLIMB OF 272 FT 1 NM TO 600 FT.

FDC 9/1964 FI/T DCA WASHINGTON NATIONAL WASHINGTON DC. VOR RWY 15 AMDT 4 DUAL VOR OR VOR/DME MINIMUM SI-15 MDA 660 FT. HAT 645 FT ALL CATS. CIRCLING MDA 660 FT. HAA 645 FT CAT A.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

FDC 0/979 FI/P /MTN/ GLENN L. MARTIN STATE BALTIMORE MD. VOR RWY 14 AMDT 3 MINIMUM ALT AT MERIC INT 680 FT /720 FT WHEN CONTROL ZONE NOT IN EFFECT/. NDB RWY 32 AMDT 3 MINIMUM ALT AT MTN NDB FOR CAT D CIRCLING 720 FT. VOR RWY 14 AMDT 3 NDB RWY 32 AMDT 3 UNDER NOTES ADD WHEN CTLZ NOT EFFECTIVE THE FOLLOWING APPLIES. 1. USE BALTIMORE MD. ALSTG. 2. INCREASE ALL MDAS 40 FT. 3. ALTN MINIMUMS NA. NDB RWY 14 AMDT 3 VOR/DME

OR TACAN 1 RWY 14 AMDT 1 RNAV RWY 14 AMDT 1 UNDER NOTES ADD WHEN CTLZ NOT EFFECTIVE THE FOLLOWING APPLIES. 1. USE BALTIMORE MD. ALSTG. 2. INCREASE ALL MDAS 60 FT. 3. ALTN MINIMUMS NA. THIS IS VOR RWY 14 AMDT 4 NDB RWY 32 AMDT 4 NDB RWY 14 AMDT 4 VOR/DME OR TACAN 1 RWY 14 AMDT 2 RNAV RWY 14 AMDT 2. EFFECTIVE 13 JUN 80.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/544 FI/T /LCA LAGUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD LOC /BC/ RWY 31 AMDT 8 PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

#FDC 0/1102 FI/T /LGA/ LA GUARDIA NEW YORK NY. ILS RWY 13 AMDT 11 FAC 136 DEG. MISSED APCH CLIMB TO 800 FT THEN CLIMBING LEFT TURN TO 2000 FT DIRECT ORCHY LOM AND HOLD NE LEFT TURNS 224 INBOUND. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO MM. CHANGE ADDITIONAL FLT DATA NOTE TO FAC CROSSES RWY CENTERLINE EXTENDED 2751 FT FROM THRESHOLD.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

#FDC 0/1124 FI/T /CXY/ CAPITAL CITY HARRISBURG PA. VOR RWY 12 AMDT 13 PROC NA.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/255 FI/T (ORF) NORFOLK INTERNATIONAL NORFOLK VA. VOR/DME RWY 5 AMDT 1 MINIMUM SI-RWY 5 ALL CATS MDA 440 FT 414 FT VIS INCREASED 4000 RVR CAT C. DELETE CURRENT PROC DATA NOTE AND ADD NOTE. CAT D VIS INCREASED 6000 RVR FOR INOPERATIVE ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/467 FI/T (LVL) LVL VORTAC, LAWRENCEVILLE VA. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V155-157 FROM LVL TO DALTO, 5000; V454 FROM LVL TO JUNKI, 3000; V157 FROM LVL TO HELMA, 3000; V155 FROM LVL TO WIPER, 5000; V454 FROM LVL TO

CHANGE OVER POINT, 6000; V266 FROM LVL TO HARVEY, 6000; MINIMUM RECEPTION ALTITUDES AT NUTTS AND MANGE, 5000.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/131 FI/T (BTR) RYAN BATON ROUGE LA. VORTAC RWY 22 AMDT 4 SI MDA 500 FT HAT 429 FT ALL CATS.

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

*FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LOUISIANA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/489 FI/T /RTN/ CREWS FIELD RATON, NM. VOR/DME RWY 2 AMDT 2 NDB RWY 2 ORIG STRAIGHT-IN MINIMUMS RWY 2 AUTHORIZED AT NIGHT.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

#FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/810 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI-MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/560 FI/T /ELP/ EL PASO INTERNATINAL EL PASO TX. LOC BC RWY 4 AMDT 2 DESCENT BELOW 6500 FT NA UNTIL AFTER PASSING 7.3 DME/RADAR INBOUND.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1003 FI/T/BPT/JEFFERSON COUNTY BEAUMONT-PORT ARTHUR TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 420 FT/HAT 404 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 420 FT/HAT 407 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 420 FT/HAT 404 FT ALL CT. VIS 1 1/4 MILE CAT C.

FDC 0/1053 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX. ILS RWY 13 AMDT 4 REDESIGNATED ILS RWY 13R AMDT 5 VOR RWY 13/TAC/ AMDT 11 REDESIGNATED VOR RWY 13R/TAC/AMDT 12 VOR/DME 1 RWY 32 AMDT 9 REDESIGNATED VOR/DME 1 RWY 31L AMDT 10 VOR/DME 2 RWY 31 AMDT 1 REDESIGNATED VOR/DME 2 RWY 31L AMDT 2.

#FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

#FDC 0/1191 FLIGHT RESTRICTION JUSTIN TEXAS JULY 21 1980. PURSUANT TO FAR 91.104 AIRCRAFT OPERATIONS ARE PROHIBITED FROM 1600 TO 1730 CDT WITHIN A 5NM RADIUS OF THE CENTER OF JUSTIN, TEXAS BELOW 5000 FEET MSL, EXCLUDING THAT AIRSPACE LAST OF INTERSTATE 35W UNLESS OTHERWISE AUTHORIZED BY ATC.

#FDC 0/1202 FI/T /T97/ CALHOUN COUNTY, PORT LAVACA, TX. VOR/DME-A AMDT ORIG CIRCLING MDA 560 FT/HAA 526 FT CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/665 FI/T/MCO/ORLANDO INTERNATIONAL ORLANDO FL. ILS RWY 18R ORIG ILS RWY 36R AMDT 2 VOR RWY 18L AMDT 1 VOR RWY 18R AMDT 1 VOR/DME RWY 18L AMDT ORIG VOR/DME RWY 18R AMDT ORIG VOR/DME RWY 36L AMDT 2 VOR/DME RWY 36R AMDT 7 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT.

FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

FDC 0/894 FI/T /ORL/ HERNDON ORLANDO FL. VOR RWY 13 AMDT 10 NDB/DME MINIMA NA.

FDC 0/987 FI/T /MCO/ ORLANDO INTERNATINAL ORLANDO FL. RADAR-1 AMDT 1 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 1 S-18L MDA 500 FT HAT 404 FT ALL CATS. VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 1 S-18R MDA 500 FT HAT 406 FT ALL CATS. VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 2 AND ILS RWY 18R ORIGINAL CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L ORIGINAL S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R ORIGINAL S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 2 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME 36R AMDT 7 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

#FDC 0/1161 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 1 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000, CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 1 S-18R MDA 500 FT HAT 406 FT ALL CATS, VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 2 AND ILS RWY 18R ORIGINAL CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L ORIGINAL S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000, CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R ORIGINAL S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 2 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000, CAT C RVR 6000, CAT D 11/2 MILES. VOR/DME RWY 36R AMDT 7 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

#FDC 0/1175 FI/T /PBI/ PALM BEACH INTERNATIONAL WEST PALM BEACH FL. ILS RWY 9L AMDT 16 NDB 9L AMDT 14 MSA PB 25 NM 2600.

#FDC 0/1176 FI/T /PHK/ PALM BEACH COUNTY GLADES PAHOKEE FL. VOR RWY 17 AMDT 7 MSA PHK 25 NM 2600.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES.

FDC 0/305 FI/T (DNL) DANIEL FIELD, AUGUSTA, GA. RADAR-1 AMDT 2 SI MINIMUMS RWY 28 AND RWY 10 NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

#FDC 0/1113 FI/T /LGC/ CALLAWAY LA GRANGE GA. VOR RWY 13 AMDT 11. PROCEDURE TURN NA. RADAR VECTORS REQUIRED TO FINAL APPROACH FIX. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROCEDURES AS FOLLOWS: CLIMBING RIGHT TURN TO 2400 FT DIRECT LGC VORTAC AND HOLD. HOLD FAST, LEFT TURNS, 289 DEGREES INBOUND.

#FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

FDC 9/075 FI/T (LGC) CALLAWAY LAGRANGE GA. VOR RWY 13 AMDT 10 PROC TURN AND 7 DME ARCS NA. RADAR VECTORS REQUIRED TO FAF. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROC AS FLWS: CLIMBING RIGHT TURN TO 2400 DIRECT TO LGC VORTAC AND HOLD. HOLD EAST LEFT TURNS 289 DEG INBOUND.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/966 FI/P/SDF/STANDIFORD FIELD, LOUISVILLE, KY ILS RWY 19 AMDT 1 PROC DATA NOTE ADD AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. THIS IS ILS RWY 19 AMDT 2.

#FDC 0/1104 FI/P /0I9/ BEN FLOYD FIELD ELIZABETHTOWN KY. VOR-A AMDT 4 CORRECT US GOVT CHART /AL5393/ CHANGE NOTICE EFFECTIVE 10 JULY 80 BY CHANGING DME DIST AT DIANS INT TO READ 7.9 DME.

MISSISSIPPI

FDC 9/927 FI/T (2M6) TWINKLE TOWN WALLS MS. RADAR-1 ORIG NA AT NIGHT.

NORTH CAROLINA

FDC 0/101 FI/T (EWN) SIMMONS NOTT, NEW BERN, NC. LOC RWY 4 AMDT 1 RADAR REQUIRED. MISSED APPROACH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TO FWN VOR AND HOLD, SOUTHWEST LEFT TURNS 035 DEGREES INBOUND.

FDC 0/132 FI/T (RUQ) ROWAN COUNTY SALISBURY NC. VOR RWY 2 ORIG NA.

FDC 0/385 FI/T (LBT) LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA.

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/751 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 13 AMDT 2 AND VOR RWY 5 AMDT 2 TERMINAL RTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT 090-270 DEG 3200 FT LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM RSY NDB 270-090 DEG 1900 FT 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

TENNESSEE

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 0/758 FI/T /GCY/ GREENEVILLE MUNI GREENEVILLE TN. NDB RWY 5 AMDT 2 LOCAL ALSTG NA.

FDC 0/843 FI/T /HDI/ HARDWICK FIELD CLEVELAND TN. NDB RWY 3 ORIG SI AND CIRCLING MDA 1740 FT. HAA/HAT 866 FT CATS A/B/C. SI AND CIRCLING MINIMUMS CAT D NA. VIS CAT C 21/2 MI.

FDC 0/892 FI/T /TYS/ MCGHEE TYSON KNOXVILLE TN. ILS RWY 4L AMDT 2 SI ILS RWY 4L MINIMUMS NA.

FDC 0/893 FI/T /MEM/ MEMPHIS INTL MEMPHIS TN. ILS RWY 9 AMDT 22 SI ILS RWY 9 MINIMUMS NA.

FDC 0/988 FI/T /BNA/ NASHVILLE METROPOLITAN NASHVILLE TN. ILS RWY 31 AMDT 1 PROC DATA NOTE ADD CAUTION SMYRNA OM AND MM MAY BE RECEIVED PRIOR TO AYERS INT/OM. ADDITIONAL FLIGHT DATA ADD. CHART SMYRNA ARPT AND OM AND MM FOR ILS RWY 32 AT SMYRNA.

FDC 0/992 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 CIRCLING MDA CATS A/B 1040 FT CAT C 1080 FT.

#FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

SOUTHWEST

ARIZONA

#FDC 0/1198 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE PRESCOTT AZ. /PRC/ VORTAC 105 DEGREE RADIAL AT 032 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FEET ABOVE GROUND LEVEL. PRESCOTT AZ. /PRC/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/1207 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE PRESCOTT AZ. /PRC/ VORTAC 138 DEGREE RADIAL AT 022 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FEET ABOVE GROUND LEVEL. PRESCOTT AZ. /PRC/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/331 FI/T (FLG) PULLIAM FLAGSTAFF, AZ. VOR-A AMDT 2 AND VOR/DME RWY 21 ORIG NA BETWEEN 2100-0430 LOCAL.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/270 FI/T (FAT) FRESNO AIR TERMINAL, FRESNO CA. LOC BC RWY 11L AMDT 3. DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN

DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1014 FI/T /SIY/ MONTAGUE/SISKIYOU COUNTY AIRPORT, CA. VOR-B, AMDT 1 MODIFY TRANSITION MFR VORTAC TO SIY VOR AT 9400 MEA VIA MFR R-120 FOR 30.0 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1058 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 6 LOC BC-A AMDT 7 VOR-B AMDT 9 VOR RWY 12 AMDT 11 PROC NA WHEN SANTA MARIA CA ALSTG NOT

#FDC 0/1138 FI/T /POC/ BRACKETT FIELD LA VERNE CA. VOR-A AMDT 3 RADAR REQUIRED TO DETERMINE GOLDI INT.

#FDC 0/1139 FI/T /ONT/ ONTARIO INTERNATIONAL ONTARIO CA. ILS RWY 25 AMDT 29 MISSED APPROACH CLIMB TO 1400 THEN CLIMBING LEFT TURN DIRECT RAL VOR.

#FDC 0/1140 FI/T /RAL/ RIVERSIDE MUNI RIVERSIDE CA. ILS RWY 9 AMDT 3 MISSED APPROACH CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 4000 IN RAL VOR HOLDING PATTERN. HOLD WEST RIGHT TURN 088 INBOUND.

#FDC 0/1144 FI/T /ONT/ ONTARIO INTERNATIONAL ONTARIO CA. NDB RWY 25 AMDT 28 PROC NA.

#FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

#FDC 1190 FI/P /HHR/ HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 4 ADD PROC DATA NOTE: LOCALIZER UNUSABLE BEYOND 15 DEGREES NORTH OF LOCALIZER COURSE AND UNUSABLE LESS THAN 0.8 NM FROM THRESHOLD. MAP 6.2 NM AFTER PASSING HASHY INT. DISTANCE FAF TO MAP 6.2 NM. THIS IS AMDT 5. AVAILABLE.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2154 FI/T (ONT) ONTARIO INTERNATIONAL, ONTARIO, CA. ILS RWY 7 ORIG, NDG RWY 25 AMDT 28, ILS RWY 25 AMDT 29, VOR RWY 25 /TAC/ AMDT 5, CIRCLING NOT AUTHORIZED NW OF EXTENDED RWY CENTERLINES RWY 7/25 AND 3/21.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/802 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWYS 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. IFR DEP PROCS TKOF MINS RWYS 8L-R/26L-R/12/17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

FDC 0/873 FI/P /COS/ CITY OF COLORADO SPRINGS CO. ILS RWY 35 AMDT 31. S-ILS DH 6275 VIS 2400 HAT 206 ALL CATS. S-LOC VIS 2400 CAT A B C 4000 CAT D. CHANGE ILS UNUSABLE NOTE TO READ GLIDE SLOPE UNUSABLE BELOW 6275. DELETE MM INOPERATIVE TABLE NOTE. THIS IS AMDT 32.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDAS 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

#FDC 0/1109 FI/T /FCS/ BUTTS AAF FORT CARSON CO. VOR RWY 31 ORIG NA. RADAR-1 AMDT 3 LOST COMMUNICATIONS CLIMB TO 9000 DIRECT TO COS VORTAC AND R-140 TO HANKO INT. EXECUTE ILS RWY 35 APPROACH TO COLORADO SPRINGS CO.

#FDC 0/1173 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE /GUC/ VORTAC 005 DEGREE RADIAL AT 42 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLGIHT RESTRICTIONS ARE IN EFFECT SURFACE TO 15000 FT MEAN SEA LEVEL. DENVER CO. /DEN/ IS COORDINATING FLIGHT SERVICE STATION.

#FDC 0/1194 FI/P V8S/V-220 AKRON COLORADO VOR TO PASSE INT NEBRASKA MEA 6400 MOCA 5600. V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

UTAH

FDC 0/763 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG. FOR TACAN MILITARY EQUIPPED ACFT ADD THE FOLLOWING: CAT E CIRCLING MDA 5760 FT VIS 3 MILES HAA 1520 FT. CHANGE R-067/5 DME FIX TO R-067/10 DME BVL VORTAC. ALTERNATE MINS CAT E 1600-3. 15 NM PROCEDURE TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH INSTRUCTIONS: TACAN-ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NE, LEFT TURNS 247 DEG INBOUND 5 NM LEGS.

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVIALABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

NORTH CENTRAL

IOWA

FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

#FDC 0/1126 FI/T /MUT/ MUSCATINE MUNI MUSCATINE IA. VOR/DME-A AMDT 3 CIRCLING MDA CATS A/B 1120 FT HAA 574 FT.

#FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

FDC 9/2125 FI/T (EST) ESTHERVILLE MUNI ESTHERVILLE IA. VOR RWY 16 ORIG PROC NA.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 0/712 FI/T /EMP/ EMPORIA MUNI/ EMPORIA KS. VOR-A AMDT 9 ALTN MINIMUMS NA FROM 0400Z TO 1100Z.

FDC 0/713 FI/T /SLN/ SALINA MUNI/ SALINA KS. NDB RWY 35 AMDT 10 ILS RWY 35 AMDT 12 VOR RWY 17 /TAC/ AMDT 12 RNAV RWY 17 AMDT 5 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES. 1. USE CONCORDIA/KS ALSTG. 2. INCREASE ALL MDA 200 FT. 3. ALTN MINIMUMS NA.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/787 FI/T /MHK/ MANHATTAN MUNI, MANHATTAN, KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 11 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA, KS ALSTG BUT APLY SALINA KS. ALSTG MINIMA 2. ALTN MINIMUMS NA.

FDC 0/821 FI/T FOLLOWING AIRWAYS NA FROM 0400Z to 1100Z V4 HLC VORTAC TO SLN VORTAC V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC. MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/V132 STEAL INT TO HUT VORTAC 4500 V4N/V261 CHARI INT TO MHK VOR 5000. V132 CASSO INT TO CNU VOR 5000. V77/V280 HEYDN INT TO TOP VORTAC 4500.

FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWYN 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

#FDC 0/1105 FI/T /MHK/ MANHATTAN MUNI MANHATTAN KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 12 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA KS. ALSTG BUT APPLY SALINA KS. ALSTG MINIMA. 2. ALTN MINIMUMS NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/521 FI/T /MSP/ MINNEAPOLIS ST PAUL INTNL/WOLD CHAMBERLAND MINNEAPOLIS MN. NDB RWY 4 AMDT 13 SI MDA 1360 FT/HAT 530 FT ALL CATS VIS CAT D 11/2 MI. CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. RADAR-1 AMDT 28 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C. ILS RWY 4 AMDT 18 ILS RWY 11R AMDT 1 LOC BC RWY 11L AMDT 4 ILS RWY 29L AMDT 37 CIRCLING MDA 1360 FT/HAA 519 FT CATS A B C.

FDC 0/655 FI/T /DLH/ DULUTH MUNI DULUTH MN. RADAR-1 AMDT 14 PAR RWY 9 NA.

FDC 9/2070 FI/T (OTG) WORTHINGTON MUNICIPAL, WORTHINGTON MN. VOR RWY 17 AMDT 8 VOR RWY 35 AMDT 4, VOR RWY 11 AMDT 1, VOR/DME RWY 29 AMDT 1. HIRLS RWY 11-29 AND MIRLS RWY 17-35 OPER ON MEDIUM INTENSITY DUSK TO DAWN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MI CAT C AND D 1 1/4 MI.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC 220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1010 FI/T /OFK/ KARL STEFAN MEMORIAL, NORFOLK, NE. LOC RWY 1 AMDT 2 MISSED APPROACH CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3400 VIA HEADING 145 AND I-OFK SOUTH COURSE TO SLAYS INT AND HOLD SOUTH RIGHT TURN 011 INBOUND.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

FDC 0/1066 FI/T /RUG/ RUGBY MUNI/ RUGBY/ ND. NDB RWY 11 ORIG NDB RWY 29 AMDT 1 PROC NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/455 FI/T /S07/ BEND MUNI BEND OREGON. VOR/DME RWY 16 AMDT 5 NOT AUTHORIZED.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCEDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPCIIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1012 FI/T /PDT/ PENDLETON MUNICIPAL, PENDELTON, OREGON. VOR RWY 7L, AMDT 13, AND ILS RWY 25R, AMDT 20, REDESIGNATED VOR RWY 7, AMDT 13, AND ILS RWY 25, AMDT 20.

#FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

#FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

#FDC 0/1160 FI/P /S33/ CITY-COUNTY, MADRAS OR. CORRECT US GOVT CHART IAPS US NORTHWEST VOL 1 DATED 12 JUN 1980 PAGE X11 BY DELETING TAKEOFF MINIMUMS AND IFR DEPARTURE PROCEDURES.

#FDC 0/1206 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE DALLES OR. /DLS/ VORTAC 225 DEGREE RADIAL AT 028 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 6000 MEAN SEA LEVEL. PORTLAND OR. /PDX/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

3FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

#FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WASHINGTON. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

#FDC 0/1129 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WASHINGTON. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

#FDC 0/1195 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE WENATCHEE WA. /EAT/ VOR 332 DEGREE RADIAL AT 034 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FEET ABOVE GROUND LEVEL. WENATCHEE WA. /EAT/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/413 FI/T /MCG/ MCGRATH MCGRATH AK. LOC/DME RWY 16 ORIG. PROC NA.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA R06 FT.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARB TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/ NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1040 FI/P/SCC/DEADHORSE DEADHORSE AK. LOC/DME BC RWY 22 AMDT 2 SI MDA 480 FT HAT 423 FT ALL CATS VIS CAT C 3/4 MILE CAT D VIS INCREASED 1/4 MILE FOR INOP MALSR. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 480 FT HAA 423 FT. VOR RWY 22 AMDT 2 SI MDA 520 FT HAT 463 FT ALL CATS CAT C 3/4 MIL1. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 520 FT HAA 463 FT. THIS IS LOC/DME BC RWY 22 AMDT 3 AND VOR RWY 22 AMDT 3.

HAWAII

#FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM

MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.

2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.

3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

CLASS II NOTAM

AUTOMATED PILOT ADVISORY SYSTEM (APAS)

The National Aeronautics and Space Administration (NASA) in cooperation with the FAA is conducting a demonstration of an experimental Automated Pilot Advisory System (APAS) which provides airport and air traffic advisories to aircraft operating within the vicinity of the Manassas Municipal Airport, Manassas, Virginia. The demonstration started June 23. APAS is operated each day that VFR conditions exist from 9 a.m. to 5 p.m. local time, including weekends. The evaluation will run 4 to 6 weeks.

During the hours when APAS is in operation, it is recommended that all pilots using Manassas obtain airport advisory information from the APAS frequency (123.2) in lieu of UNICOM and remain on the APAS frequency for traffic advisory information. NOTE: Pilot transmissions are not permitted on APAS frequency 123.2. Pilots should use UNICOM when APAS traffic advisories are not being broadcast.

The APAS sysem consists of a short-range radar; a minicomputer to process radar data; a small weather station which includes an anemometer, barometric, temperature, a dew point sensors and a voice response system to generate voice messages based on the results of computer processing. To utilize the APAS, an aircraft is only required to have a standard VHF radio to receive the voice transmissions on frequency 123.2. Once the pilot tunes in the proper frequency, he will receive airport advisory information once every 2 minutes and traffic advisory information once every 20 seconds.

The experimental APAS is strictly a pilot advisory system designed to enhance the "see-and-avoid" rule. Use of the system in no way obviates the pilot's responsibility to see-and-avoid other aircraft. Rather, it should increase the pilot's awareness of the traffic situation at the airport.

Handout material is available from the fixed-base operator at the Manassas Airport or may be obtained by visiting the NASA APAS trailer located on the airfield south of the fixed base operations office. The APAS engineer on duty will brief pilots who visit the APAS van, answer questions about the system, and accept pilot comments. Handout material can also be obtained by writing to NASA attention: Mr. John L. Parks, Jr., APAS Project Manager, NASA Wallops Flight Center, Wallops Island, Virginia 23337. All pilots using the Manassas Airport are urged to obtain a copy of the handout material.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IS IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

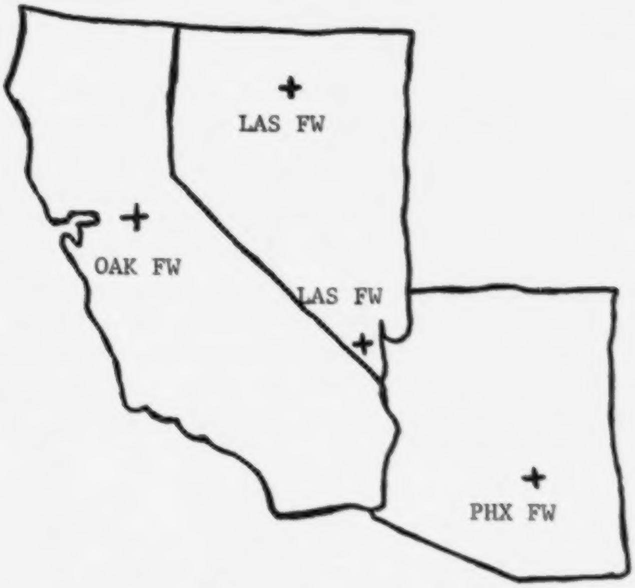
TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

Commencing in July 1980, the Federal Aviation Administration, Western Region, will conduct a six month evaluation of the suitability of high altitude, Flight Level 180 and above, En Route Flight Advisory Service communication outlets. All facilities will transmit and receive on frequency 134.825 MHZ. The chart, below, shows the approximate location of the outlets and the flight watch facility that provides the service. The outlets are as follows:

Flight Watch Facility	Location of Antennas
Oakland FSS	Angels Camp, California
Las Vegas FSS	Battle Mountain, Nevada Good Springs, Nevada
Phoenix FSS	Mt. Humbolt, Arizona



Check NOTAMs for the actual date of Commissioning of outlets. User comments regarding the effectiveness of this service are solicited.

Telephone comments to any of the participating Flight Watch Facilities or mail comments to:

Department of Transportation
Federal Aviation Administration
Western Regional Headquarters
P.O. Box 92007
World Way Postal Center
Los Angeles, California 90009
Attention: AWE-540

NOISE ABATEMENT PROCEDURES—LAKE TAHOE AIRPORT

PROCEDURE: Normal departure for Runway 18 is a wide left downwind departure. It is requested that your left crosswind turn not be made until reaching the south airport boundary and/or a minimum altitude of 7,000 feet MSL. If you do not have sufficient altitude after takeoff to initiate your crosswind turn to a downwind departure with safety, maintain proper airspeed and continue straight out. Approximately 1½ miles south of the airport there is a large cleared area (golf course) to the right where you may circle to gain altitude, be sure to advise the tower of your intentions. Later, report leaving the golf course and state direction of climb. Do not fly west of the golf course itself as downdrafts may be encountered close to the mountains.

Large and high performance aircraft may, if desired, depart Runway 18 into right traffic, west of the airport, and depart on a 340° heading over the lake.

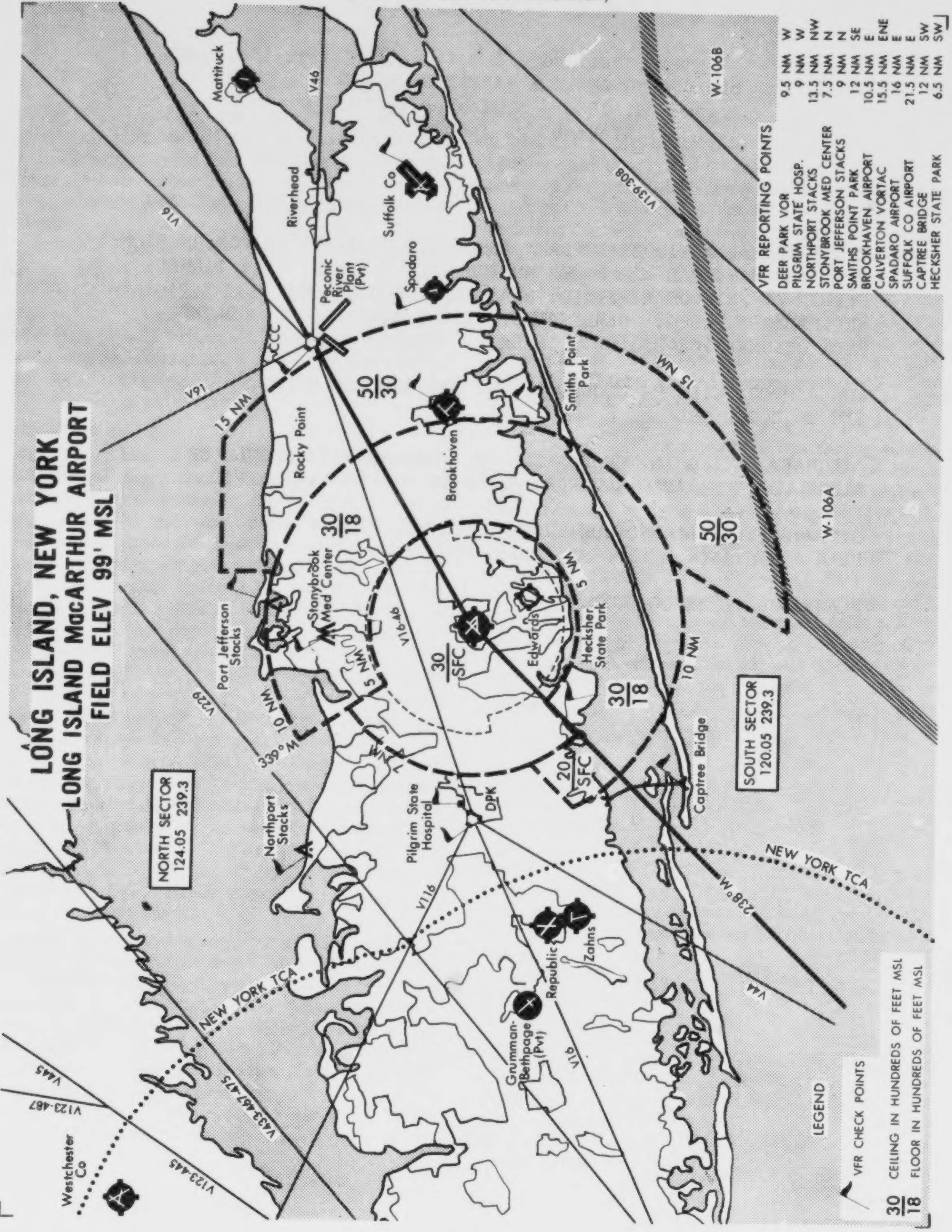
PROCEDURE: Aircraft departing on Runway 36 will upon passing the departure end of the runway turn left to approximately a heading of 340° to follow the meadow. It is requested that aircraft climb and remain over the meadow until reaching 7,500′ MSL or the lake shore before changing course.

This information will be provided through the FBO and published in the AIM. This does not apply to aircraft remaining in the east traffic pattern except that the crosswind turn will not be initiated prior to reaching the end of the runway and at 6,800′ MSL or above.

For further information see Airport/Facility Directory, Southwest U.S., effective July 10, 1980.

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)


LONG ISLAND, NEW YORK
LONG ISLAND MacARTHUR AIRPORT
FIELD ELEV 99' MSL
NORTH SECTOR 124.05 239.3
SOUTH SECTOR 120.05 239.3
Mattituck
Riverhead
Suffolk Co
Spadaro
Peconic River Plant (Pvt)
CCC
Rocky Point
Brookhaven
Smiths Point Park
Port Jefferson Stacks
Stonybrook Med Center
Edwards
Hecksher State Park
Captree Bridge
Northport Stacks
Pilgrim State Hospital
DPK
Republic
Zahns
Grumman-Bethpage (Pvt)
Westchester Co
NEW YORK TCA
NEW YORK TCA
V16
V16
V46
V91
V229
V116
V16-46
V44
V139-308
V45
V123-487
V123-445
V432-467-475
W-106B
W-106A
15 NM
15 NM
10 NM
10 NM
5 NM
5 NM
5 NM
339°M
238°M
50/30
50/30
30/18
30/18
30/SFC
20/SFC
LEGEND
VFR CHECK POINTS
30 CEILING IN HUNDREDS OF FEET MSL
18 FLOOR IN HUNDREDS OF FEET MSL

VFR REPORTING POINTS		
DEER PARK VOR	9.5 NM	W
PILGRIM STATE HOSP.	9 NM	W
NORTHPORT STACKS	13.5 NM	NW
STONYBROOK MED CENTER	7.5 NM	N
PORT JEFFERSON STACKS	9 NM	N
SMITHS POINT PARK	12 NM	SE
BROOKHAVEN AIRPORT	10.5 NM	E
CALVERTON VORTAC	15.5 NM	ENE
SPADARO AIRPORT	16 NM	E
SUFFOLK CO AIRPORT	21.5 NM	E
CAPTREE BRIDGE	12 NM	SW
HECKSHER STATE PARK	6.5 NM	SW

10 JUN 1980

BLAKESBURG ANTIQUE AIRFIELD FLY-IN
August 24, 1980 - September 1, 1980
Blakesburg, Iowa

THE NATIONAL ANTIQUE AIRPLANE ASSOCIATION (AAA), IN CONJUNCTION WITH THE NATIONAL AIR POWER MUSEUM WILL HOLD AN INVITATIONAL FLY-IN AT ANTIQUE AIRFIELD, NEAR BLAKESBURG, IOWA AUGUST 24 thru SEPTEMBER 1, 1980. BLAKESBURG ANTIQUE AIRFIELD IS LOCATED FROM OTTUMWA VOR 250 DEG, 12 NM.

THE AIRPORT WILL BE CLOSED AUGUST 31, 1300-1500 CDT, SFC TO 5,000 MSL.

AIRCRAFT FLYING IN THE BLAKESBURT, OTTUMWA AREA SHOULD BE ALERT FOR NON-RADIO EQUIPPED AIRCRAFT AND HEAVY TRAFFIC.

OTTUMWA FSS WILL PROVIDE WEATHER BRIEFING AND FLIGHT PLAN ASSISTANCE AT THE ANTIQUE AIRFIELD.

FLAGMAN WILL BE ON DUTY.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

On or about June 10, 1980, Alert Weather Watch (AWW) and Convective SIGMET (WST) will be added to the Computer Generated Voice Response System (VRS). A Public Demonstration of this system is currently being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, porcede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entere, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"HELLO", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "ENTER NEXT LOCATION"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"

P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line inbedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S—"Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S—"Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S—"How many hours from now? maximum is 30"

P—6; # #

S—"Six"

S—"At what altitude?"

P—85; # # (or 8500; # #)

S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA/NAFEC
ANA-250
Atlantic City, NJ 08405

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE EXPERIMENTAL AIRCRAFT ASSOCIATION FLY-IN CONVENTION WITTMAN FIELD, OSHKOSH, WISCONSIN

August 2—August 9, 1980

Due to the heavy volume of traffic generated by the Fly-In Convention of the Experimental Aircraft Association, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Wittman Airport, Oshkosh, Wisconsin from August 17 through August 30, 1980.

SPECIAL NOTICE OSHKOSH TOWER

CONTROL TOWER HOURS OF OPERATION

The Oshkosh Tower will operate on a 24 hour per day basis throughout the EAA Convention. Frequencies OSH:

ATIS-125.8
Oshkosh Tower Approach-120.7
Oshkosh Tower Local-118.5
VORTAC-111.8
Ground Control-121.9

VFR ARRIVALS PROCEDURES

1. All inbound aircraft monitor the Oshkosh ATIS on 125.8 MHZ when thirty-five miles out from Oshkosh.

2. All aircraft use the Fisk Special Arrival Procedure. See Graphic. Remain clear of the depicted high density traffic area. Fly altitudes and speeds appropriate to direction flown. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232 at 18 miles) monitor Oshkosh Tower on 120.7 MHZ. Fly inbound toward Fisk on the southeast side of the railroad tracks. Arrival controllers will provide sequencing and routing to be flown using your aircraft color and type as you approach Fisk. You will be given clearance to contact the tower on 118.5 MHZ when you are cleared past Fisk. The route to be flown to Wittman Airport will be assigned by controllers at Fisk. Landing sequence and clearance will be issued by tower on 118.5 MHZ.

VFR HOLDING BEFORE RIPON

If holding of VFR traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency. Procedure to be used is as follows: Start a left turn, and note your position over the ground. Remain over that geographical point in VFR conditions. Continue to monitor the ATIS until the holding instructions are removed, and replaced with current arrival information. This will normally not exceed five minutes. This procedure will eliminate extremely heavy traffic holding over the feeder point, and will enhance a smooth flow of same direction traffic over the arrival route.

VFR HOLDING AFTER RIPON (SEE GRAPHIC INSERT)

If holding of VFR traffic becomes nesessary, traffic will be instructed to hold from over the village of Fisk (5 miles southwest of Wittman Field on railroad track), with a left turn west bound to the north end of Rush Lake, then counterclockwise around the lake, then back northeast bound on the northwest side of the railroad track. See Graphic Insert. (Be alert for other traffic on the southeast side of the railroad track.) Traffic at Fisk will be monitored and observed by controllers. Aircraft will be instructed to hold or to proceed to the airport.

DO NOT PROCEED PAST FISK WITHOUT ATC CLEARANCE

Two patterns will be available, one at 1800 feet MSL for traffic up to one hundred miles per hour, and the other at 2300 feet MSL for those who need one hundred and thirty miles per hour.

For the safety of all please use these speeds and altitudes as appropriate for your aircraft in your transitions and holding.

HIGHER PERFORMANCE

Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so.

NO RADIO SPECIAL NOTICE

Aircraft not equipped with a functioning two-way radio are prohibited from landing on runways 9/27 from 1400 to 1600 daily.

All landing traffic should be alert for possible radio or light signal wave-off from either Oshkosh Tower or from the controllers located at the moblie unit near the approach end of the runway in use. After landing turn into the grass as soon as possible, for runway 9/27 turn in the direction indicated by controllers and flagmen. For runway 18/36 use the grass area on the westside of the runway. Expeditious clearing of the runway is necessary due to continuous flow of arriving and departing traffic behind you.

The airport rotating beacon may be operating in a non-standard manner during daylight VFR hours. Pilots of radio equipped aircraft should disregard the rotating beacon if radio contact is maintained.

VFR DEPARTURES

1. Before taxiing monitor ATIS on 125.8 MHZ for departure runway and information. While taxiing monitor ground control on 121.9 MHZ. Follow directions of signs and flagmen from the parking area to the departure runway.

2. To the maximum extent feasible runway 18 will be used for departures. It is imperative that all departures maintain runway heading until three miles south of the airport. EAA aircraft will be operating to the east side of the runway. Gyrocraft will be operating west of the runway at the southwest corner of thw airport.

3. In the event runway 27 must be used for landings and departures, all departing aircraft must be alert for and avoid the runway 27 landing traffic pattern depicted in the graphic insert. Arriving aircraft will maintain 1000 AGL until north of runway 27. Departures will maintain 500 AGL until clear of all inbound traffic and patterns.

4. Runway 9 departures must depart the high density area in the northeast quadrant prior to proceeding on course. Remain clear of the depicted high density area after departure.

5. Do not call the tower for takeoff clearance. Tower controllers at the mobile unit will give you takeoff clearance with paddles or signal flashlights. Observe their signals carefully. Monitor 118.5 MHZ but do not call unless an emergency exists. Be alert for radio instructions on 118.5 MHZ using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or landing.

SPECIAL NOTICE
IFR TRAFFIC—CHICAGO CENTER

Due to the volume of IFR traffic which impacts Chicago Center airspace, special enroute, arrival, and departure traffic handling procedures will be instituted according to system demand.

NOTE: IFR arrival and departure delays of up to three (3) hours can be anticipated. Pilots should file their IFR flight plans from point of departure. Due to frequency congestion, Center controllers will not honor requests for air filed flight plans.

Pilots can anticipate flow control procedures which will generate departure delays off airports within Chicago Center airspace and airports which lie within adjacent Center/s airspace areas. Flow control procedures are most probable between the hours of 1000 (1500Z) and 1800 CST (2300Z).

IFR ARRIVALS

Chicago Center will be radar vectoring IFR traffic to the final approach course at the Wittman Airport. Due to the large volume of varying performance aircraft with the resultant effect on final approach sequencing, pilots are cautioned to closely monitor assigned airspeeds on final approach. Be prepared to discontinue your approach on final in order to enter a VFR traffic pattern.

Published missed approaches on approach plates serving the Wittman Airport may not, as a rule, be used during the convention period. Be prepared to execute an unpublished missed approach as specified by the controller.

Arriving IFR traffic can expect lengthy holding delays within a 75 N.M. radius of Oshkosh, Wisconsin. Be prepared to hold.

During appropriate weather/traffic conditions light weight single and twin engine piston powered aircraft expect the Rush Lake visual approach as charted.

IFR DEPARTURES

IFR flight plans should be filed at least one hour prior to the estimated time of departure. This can be done by calling Green Bay FSS toll free at 233-7920. An IFR clearance will not be issued if the flight plan is not on file. When ready to taxi, contact ground control on 121.9 MHZ and advise you are an IFR departure. Initially, only routing clearance will be issued. Heading to fly after departure and altitude will be assigned just prior to takeoff clearance. Taxi instructions will be issued by ground control in addition to marked signs and flagmen located on the airport. VFR and IFR taxiing aircraft will be segregated. IFR pre-departure holding areas will be marked at departure runways. These areas are for aircraft on IFR clearances who are not released by Center. All IFR traffic must pull into the marked area to insure proper departure sequence. The line of VFR aircraft will be stopped to allow IFR aircraft in these holding areas to depart as the releases are received from the Center. Takeoff clearance will be issued by the controllers at the runway mobile unit.

IFR TRAFFIC—ENROUTE

Enroute aircraft requesting routing through airspace within 75 N.M. of Oshkosh, Wisconsin can expect a minimum altitude of 11,000 feet. Reroutings can be anticipated. Aircraft requesting routing over the Chicago area can expect a minimum altitude of 11,000 feet. Depending on Chicago area traffic, reroutes of up to 75 N.M. clear of the Chicago O'Hare Airport can be anticipated.

VFR RADAR ADVISORY SERVICE TO VFR TRAFFIC

Chicago Center may, depending on traffic volume, provide radar advisory service to transponder equipped VFR traffic only. It is stressed that this service will be provided on a time available and controller workload basis. No VFR radar advisory service will be provided within a 50 mile radius of the Wittman Airport, Oshkosh, Wisconsin. Pilots are reminded that while being provided radar advisory service, it is imperative that, regardless of pilot rating, flight must be conducted in weather conditions which equal VFR conditions at all times. Chicago Center will not accept any request for conversion of VFR radar advisory service to an air filed IFR clearance request.

All pilots are asked to fully cooperate in order to keep delays at a minimum. The following reminders and suggestions are offered in your interest:

File routing which will avoid Chicago O'Hare Airport by at least 50 N.M.

If you can fly in an aircraft with a transponder, by all means do so—be prepared to hold, check your fuel quantity—be familiar with the various approaches at the Wittman Field and surrounding airports—insure currency of charts—check NOTAMS—be prepared for a routing clear of Restricted Area 6903, which lies over Lake Michigan east of Oshkosh, Wisconsin—if you do not desire a clearance over Lake Michigan, advise so when filing your flight plan—remember, you must have a Transponder/Mode "C" altitude reporting if you intend to fly above 12,500 feet MSL. (Refer FAR 91.24)

SPECIAL NOTICE
AIRPORT/S—FSS INFORMATION

FSS-AT GREEN BAY, WISCONSIN

All Flight Service Station services will be provided from the Green Bay FSS on a 24 hour basis. Public telephones will be located strategically throughout the aircraft parking area. For pilot briefing services and flight plans call 233-7920, (local call). The telephone number will be prominently posted at all phone locations.

DAILY AEROBATIC DEMONSTRATIONS

Flight demonstrations of an aerobatic nature will be conducted daily. The air show operations area is: from the surface to 7,500 feet AGL from August 2 through August 9, 1980, and will be in effect from 1600 to 1900 LST daily. On Saturday, August 9, the field will be closed from 1400 to 1730, and airspace from the surface through 7,500 feet AGL. All traffic, except scheduled aircraft, shall remain clear of this area. Air craft inbound to Oshkosh, which are not able to land prior to 1600, will have to land at an outlying airport or remin airborne clear of the above described "Air Show Operations Area", preferably in the Fisk holding pattern, until after the air show. Pilots on VFR flight plans are reminded to extend, cancel, or change their flight plan destination if unable to land at Oshkosh due to airport being closed during air shows.

GREEN BAY AREA RADIO

We suggest pilot filing inbound flight plans, landing Oshkosh, add an additional ½ hour to their ETE to allow for delays in landing and parking. Aircraft enroute to the Oshkosh area are requested to cancel flight plans with Green Bay Area Radio approaching airport of intended landing. (Advise which VOR or frequency on which a reply is expected.) Pilots can establish communications with Green Bay Radio through the following VORs.

OSH-T 122.1 MHZ	GRB-T 122.1 MHZ
R 111.8 MHZ	R 117.0 MHZ
Oshkosh	Green Bay

VFR FLIGHT PLANS

Everyone is urged to file a flight plan. Pilots with two-way radio equipped aircraft should close flight plans with OSHKOSH RADIO prior to or after landing. Transmit on 122.1 MHZ and listen on 111.8 MHZ. Pilots without radio equipped aircraft should close their flight plans via telephone with Green Bay Flight Service Station. There are numerous telephones in all parking areas. The local telephone number for Green Bay FSS is 233-7920. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

MTW-T 122.1 MHZ	MNM-T 122.1 MHZ
R 111.0 MHZ	R 109.6 MHZ
Manitowoc	Menominee
T-Transmit	R-Receive

Simplex radio frequencies at Green Bay Area Radio are 122.2 MHZ and 122.55 MHZ and at Fond du Lac 122.5 MHZ. Telephone numbers for closing or filing flight plans are:

At Appleton	739-5293
At Brennand	Enterprise 1015
At Clintonville	823-2868
At Fond du Lac	923-0190
At Menominee	863-8710
At Sheboygan	458-9602
At Oshkosh	233-7920

Pilots please indicate on your flight plan the airport of intended landing in the Oshkosh area:

Oshkosh	OSH
Appleton	ATW
Brennand	79C
Fond du Lac	FLD
New Holstein	8D1

AIRPORT INFORMATION FOR THE OSHKOSH AREA

Wittman Field-Oshkosh: Location of EAA Fly-In Convention, 2.5 miles south of downtown Oshkosh. SPECIAL PROCEDURES TO BE FOLLOWED. Field elevation-805 feet. Traffic pattern altitudes 600 feet AGL all runways.

Outgamie County-Appleton: 17 miles north of Oshkosh Airport. Field elevation-918 feet. Unicom-122.95 MHZ. Longest runway 7,000 feet, concrete. Lighted. Fuel: 80/87, 100/103, jet. Approach Control through Green Bay 126.3 MHZ. Appleton Tower frequencies: Local Control-119.6 MHZ, Ground Control-121.7 MHZ.

Fond du Lac County-Fond du Lac: 13 miles south/southeast of Oshkosh Airport. Field elevation-809 feet Unicom-122.8 MHZ. Longest runway 5,000 feet, bituminous. Lighted. Fuel: 80/87, 100/130, jet. Approach Control through Chicago Center 127.5 MHZ, Green Bay Area Radio simplex frequencies, 122.5 or 125.55 MHZ.

Brennand Airport-Neenah: 10 miles north of Oshkosh Airport. Field elevation-850 feet. North/south runway 2,170 feet, gravel. Fuel: 80/87, 100/130.

New Holstein Airport-New Holstein: 19 miles east/southeast of Oshkosh Airport. Field elevation-992 feet. Northwest/southeast runway 3,600 feet, bituminous. Lighted. Fuel: 80/87, 100/unlead. Unicom-122.8 MHZ.

SPECIAL NOTICE
AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the EAA Convention.

All light single and multi engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are at pilots own risk.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surfaced) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass parking area before noon of the day following their arrival. Limited overnight tie down space is available at the FBO for a nominal charge.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangments with the Airport manager, Wittman Field Airport.

STUDENT PILOT TRAINING

No student training flights will be authorized at Oshkosh Wittman Field during the convention period. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

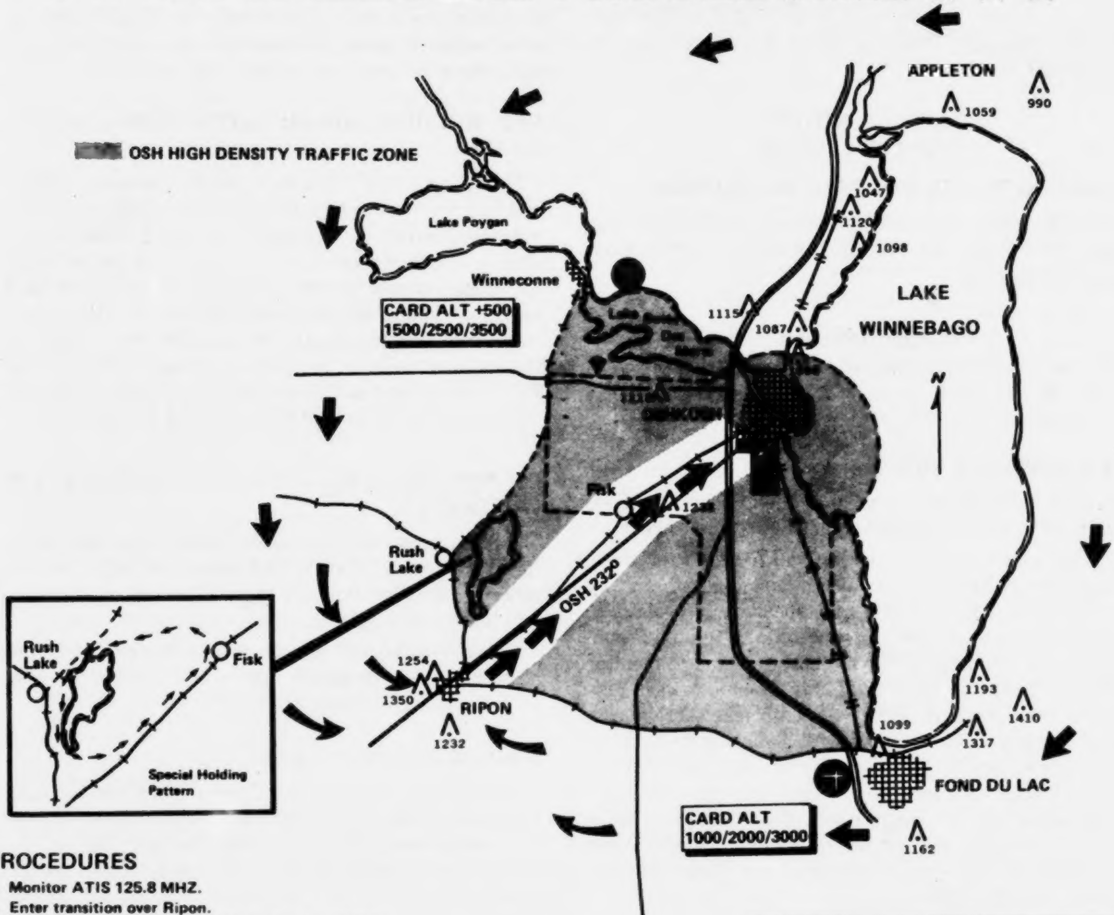
FUELING REQUIREMENTS

FBO advises only cash, Shell credit cards, VISA or Master Charge will be accepted for fuel purchases.

OSHKOSH 1980 EAA CONVENTION

WORLD AEROBATIC CHAMPIONSHIPS

☆ ☆ ☆ VFR ARRIVAL PROCEDURES ☆ ☆ ☆


▨ OSH HIGH DENSITY TRAFFIC ZONE
APPLETON
1059
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Lake Poygan
Winneconne
CARD ALT +500
1500/2500/3500
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1087
LAKE
WINNEBAGO
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OSHKOSH
Fisk
1232
Rush Lake
OSH 232°
Rush Lake
Fisk
Special Holding Pattern
1254
1350
RIPON
1232
1193
1410
1099
1317
FOND DU LAC
CARD ALT
1000/2000/3000
1162

PROCEDURES

1. Monitor ATIS 125.8 MHZ.
2. Enter transition over Ripon.
3. Proceed along south side of R.R. tracks toward Fisk.
4. Traffic at 110 MPH should fly at 1000 AGL-1800 MSL. Traffic at 130 MPH should fly 1500 AGL-2300 MSL.
5. Call Oshkosh tower on 120.7 MHZ turning inbound over Ripon.
6. Listen for controller instructions as you approach Fisk. "Traffic to follow, etc.". Controller will use color and type aircraft at Fisk.
7. Controller will advise when to call Oshkosh tower on 118.5 MHZ.

DO NOT GO BEYOND FISK UNTIL APPROVED BY CONTROLLERS ON 120.7 MHz

OSHKOSH FREQUENCIES

1. ATIS 125.8
2. TOWER 120.7
3. LOCAL TOWER 118.5
4. VORTAC 111.8

CANCEL FLIGHT PLANS WITH GRB FSS T-122.1 R. OSH VOR 111.8

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE WORLDS AEROBATICS COMPETITION
WITTMAN FIELD, OSHKOSH, WISCONSIN
August 17—August 30, 1980

Due to the heavy volume of traffic generated by the Worlds Aerobatics Competition, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Wittman Airport, Oshkosh, Wisconsin from August 17 through August 30, 1980.

SPECIAL NOTICE
OSHKOSH TOWER

CONTROL TOWER HOURS OF OPERATION

The Oshkosh Tower will operate on a 24 hour per day basis throughout the Worlds Aerobatics Competition. Frequencies OSH:

ATIS-125.8
Oshkosh Tower Approach-120.7
Oshkosh Tower Local-118.5
VORTAC-111.8
Ground Control-121.9

VFR ARRIVALS PROCEDURES

1. All inbound aircraft monitor the Oshkosh ATIS on 125.8 MHZ when thirty-five miles out from Oshkosh.

2. All aircraft use the Fisk Special Arrival Procedure. See Graphic. Remain clear of the depicted high density traffic area. Fly altitudes and speeds appropriate to direction flown. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232 at 18 miles) monitor Oshkosh Tower on 120.7 MHZ. Fly inbound toward Fisk on the southeast side of the railroad tracks. Arrival controllers will provide sequencing and routing to be flown using your aircraft color and type as you approach Fisk. You will be given clearance to contact the tower on 118.5 MHZ when you are cleared past Fisk. The route to be flown to Wittman Airport will be assigned by controllers at Fisk. Landing sequence and clearance will be issued by tower on 118.5 MHZ.

VFR HOLDING BEFORE RIPON

If holding of VFR traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency. Procedure to be used is as follows: Start a left turn, and note your position over the ground. Remain over that geographical point in VFR conditions. Continue to monitor the ATIS until the holding instructions are removed, and replaced with current arrival information. This will normally not exceed five minutes. This procedure will eliminate extremely heavy traffic holding over the feeder point, and will enhance a smooth flow of same direction traffic over the arrival route.

VFR HOLDING AFTER RIPON (SEE GRAPHIC INSERT)

If holding of VFR traffic becomes nesessary, traffic will be instructed to hold from over the village of Fisk (5 miles southwest of Wittman Field on railroad track), with a left turn west bound to the north end of Rush Lake, then counterclockwise around the lake, then back northeast bound on the northwest side of the railroad track. See Graphic Insert. (Be alert for other traffic on the southeast side of the railroad track.) Traffic at Fisk will be monitored and observed by controllers. Aircraft will be instructed to hold or to proceed to the airport.

DO NOT PROCEED PAST FISK WITHOUT ATC CLEARANCE

Two patterns will be available, one at 1800 feet MSL for traffic up to one hundred miles per hour, and the other at 2300 feet MSL for those who need one hundred and thirty miles per hour.

For the safety of all please use these speeds and altitudes as appropriate for your aircraft in your transitions and holding.

HIGHER PERFORMANCE

Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so.

VFR DEPARTURES

1. Before taxiing monitor ATIS on 125.8 MHZ for departure runway and information. While taxiing monitor ground control on 121.9 MHZ. Follow directions of signs and flagmen from the parking area to the departure runway.

2. To the maximum extent feasible runway 18 will be used for departures. It is imperative that all departures maintain runway heading until three miles south of the airport.

3. In the event runway 27 must be used for landings and departures, all departing aircraft must be alert for and avoid the runway 27 landing traffic pattern depicted in the graphic insert. Arriving aircraft will maintain 1000 AGL until north of runway 27. Departures will maintain 500 AGL until clear of all inbound traffic and patterns.

4. Runway 9 departures must depart the high density area in the northeast quadrant prior to proceeding on course. Remain clear of the depicted high density area after departure.

5. Do not call the tower for takeoff clearance. Tower controllers at the mobile unit will give you takeoff clearance with paddles or signal flashlights. Observe their signals carefully. Monitor 118.5 MHZ but do not call unless an emergency exists. Be alert for radio instructions on 118.5 MHZ using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or landing.

SPECIAL NOTICE

IFR TRAFFIC—CHICAGO CENTER

Due to the volume of IFR traffic which impacts Chicago Center airspace, special enroute, arrival, and departure traffic handling procedures will be instituted according to system demand.

NOTE: IFR arrival and departure delays of up to three (3) hours can be anticipated. Pilots should file their IFR flight plans from point of departure. Due to frequency congestion, Center controllers will not honor requests for air filed flight plans.

Pilots can anticipate flow control procedures which will generate departure delays off airports within Chicago Center airspace and airports which lie within adjacent Center/s airspace areas. Flow control procedures are most probable between the hours of 1000 (1500Z) and 1800 CST (2300Z).

IFR ARRIVALS

Chicago Center will be radar vectoring IFR traffic to the final approach course at the Wittman Airport. Due to the large volume of varying performance aircraft with the resultant effect on final approach sequencing, pilots are cautioned to closely monitor assigned airspeeds on final approach. Be prepared to discontinue your approach on final in order to enter a VFR traffic pattern.

Published missed approaches on approach plates serving the Wittman Airport may not, as a rule, be used during this period. Be prepared to execute an unpublished missed approach as specified by the controller.

Arriving IFR traffic can expect lengthy holding delays within a 75 N.M. radius of Oshkosh, Wisconsin. Be prepared to hold.

During appropriate weather/traffic conditions light weight single and twin engine piston powered aircraft expect the Rush Lake visual approach as charted.

IFR DEPARTURES

IFR flight plans should be filed at least one hour prior to the estimated time of departure. This can be done by calling Green Bay FSS toll free at 233-7920. An IFR clearance will not be issued if the flight plan is not on file. When ready to taxi, contact ground control on 121.9 MHZ and advise you are an IFR departure. Initially, only routing clearance will be issued. Heading to fly after departure and altitude will be assigned just prior to takeoff clearance. Taxi instructions will be issued by ground control in addition to marked signs and flagmen located on the airport. VFR and IFR taxiing aircraft will be segregated. IFR pre-departure holding areas will be marked at departure runways. These areas are for aircraft on IFR clearances who are not released by Center. All IFR traffic must pull into the marked area to insure proper departure sequence. The line of VFR aircraft will be stopped to allow IFR aircraft in these holding areas to depart as the releases are received from the Center. Takeoff clearance will be issued by the controllers at the runway mobile unit.

IFR TRAFFIC—ENROUTE

Enroute aircraft requesting routing through airspace within 75 N.M. of Oshkosh, Wisconsin can expect a minimum altitude of 11,000 feet. Reroutings can be anticipated. Aircraft requesting routing over the Chicago area can expect a minimum altitude of 11,000 feet. Depending on Chicago area traffic, reroutes of up to 75 N.M. clear of the Chicago O'Hare Airport can be anticipated.

VFR RADAR ADVISORY SERVICE TO VFR TRAFFIC

Chicago Center may, depending on traffic volume, provide radar advisory service to transponder equipped VFR traffic only. It is stressed that this service will be provided on a time available and controller workload basis. No VFR radar advisory service will be provided within a 50 mile radius of the Wittman Airport, Oshkosh, Wisconsin. Pilots are reminded that while being provided radar advisory service, it is imperative that, regardless of pilot rating, flight must be conducted in weather conditions which equal VFR conditions at all times. Chicago Center will not accept any request for conversion of VFR radar advisory service to an air filed IFR clearance request.

All pilots are asked to fully cooperate in order to keep delays at a minimum. The following reminders and suggestions are offered in your interest:

> File routing which will avoid Chicago O'Hare Airport by at least 50 N.M.
>
> If you can fly in an aircraft with a transponder, by all means do so—be prepared to hold, check your fuel

quantity—be familiar with the various approaches at the Wittman Field and surrounding airports—insure currency of charts—check NOTAMS—be prepared for a routing clear of Restricted Area 6903, which lies over Lake Michigan east of Oshkosh, Wisconsin—if you do not desire a clearance over Lake Michigan, advise so when filing your flight plan—remember, you must have a Transponder/Mode "C" altitude reporting if you intend to fly above 12,500 feet MSL. (Refer FAR 91.24)

SPECIAL NOTICE
AIRPORT/S—FSS INFORMATION

FSS-AT GREEN BAY, WISCONSIN

All Flight Service Station services will be provided from the Green Bay FSS on a 24 hour basis. Public telephones will be located strategically throughout the aircraft parking area. For pilot briefing services and flight plans call 233-7920, (local call). The telephone number will be prominently posted at all phone locations.

DAILY AEROBATIC DEMONSTRATIONS

Flight demonstrations of an aerobatic nature will be conducted daily. The air show operations area is: from the surface to 6,000 feet AGL from August 17 through August 30, 1980, and will be in effect from 1700 to 1800 LST daily. On Sunday, August 17, Saturday, August 23, Sunday, August 24, and Saturday, August 30, the field will be closed from 1330 to 1800 hours and airspace from the surface through 7,500 AGL.

AEROBATIC BOX

Daily aerobatic competition will be conducted in a 1,000 square meter aerobatic box located adjacent to Wittman Field, Oshkosh, Wisconsin. The aerobatic box operation area: from the surface to 4,000 feet AGL, situated 3,000 feet west of runways 18/36, and bounded to the south by Ripple Road adjacent to approach end of runway 18, to the west by highway 41, to the north by the east-west road (Waukau Avenue), south of the control tower

All traffic, except scheduled aircraft shall remain well clear of this area.

GREEN BAY AREA RADIO

We suggest pilot filing inbound flight plans, landing Oshkosh, add an additional ½ hour to their ETE to allow for delays in landing and parking. Aircraft enroute to the Oshkosh area are requested to cancel flight plans with Green Bay Area Radio approaching airport of intended landing. (Advise which VOR or frequency on which a reply is expected.) Pilots can establish communications with Green Bay Radio through the following VORs.

OSH-T 122.1 MHZ
R 111.8 MHZ
Oshkosh

GRB-T 122.1 MHZ
R 117.0 MHZ
Green Bay

VFR FLIGHT PLANS

Everyone is urged to file a flight plan. Pilots with two-way radio equipped aircraft should close flight plans with OSHKOSH RADIO prior to or after landing. Transmit on 122.1 MHZ and listen on 111.8 MHZ. Pilots without radio equipped aircraft should close their flight plans via telephone with Green Bay Flight Service Station. There are numerous telephones in all parking areas. The local telephone number for Green Bay FSS is 233-7920. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

MTW-T 122.1 MHZ
R 111.0 MHZ
Manitowoc

MNM-T 122.1 MHZ
R 109.6 MHZ
Menominee

T-Transmit
R-Receive

Simplex radio frequencies at Green Bay Area Radio are 122.2 MHZ and 122.55 MHZ and at Fond du Lac 122.5 MHZ. Telephone numbers for closing or filing flight plans are:

At Appleton	739-5293
At Brennand	Enterprise 1015
At Clintonville	823-2868
At Fond du Lac	923-0190
At Menominee	863-8710
At Sheboygan	458-9602
At Oshkosh	233-7920

Pilots please indicate on your flight plan the airport of intended landing in the Oshkosh area:

Oshkosh	OSH
Appleton	ATW
Brennand	79C
Fond du Lac	FLD
New Holstein	8D1

AIRPORT INFORMATION FOR THE OSHKOSH AREA

Wittman Field-Oshkosh: Location of the WAC, 2.5 miles south of downtown Oshkosh. SPECIAL PROCEDURES TO BE FOLLOWED. Field elevation-805 feet. Traffic pattern altitudes 600 feet AGL all runways.

Outgamie County-Appleton: 17 miles north of Oshkosh Airport. Field elevation-918 feet. Unicom-122.95 MHZ. Longest runway 7,000 feet, concrete. Lighted. Fuel: 80/87, 100/103, jet. Approach Control through Green Bay 126.3 MHZ. Appleton Tower frequencies: Local Control-119.6 MHZ, Ground Control-121.7 MHZ.

Fond du Lac County-Fond du Lac: 13 miles south/southeast of Oshkosh Airport. Field elevation-809 feet Unicom-122.8 MHZ. Longest runway 5,000 feet, bituminous. Lighted. Fuel: 80/87, 100/130, jet. Approach Control through Chicago Center 127.5 MHZ, Green Bay Area Radio simplex frequencies, 122.5 or 125.55 MHZ.

Brennand Airport-Neenah: 10 miles north of Oshkosh Airport. Field elevation-850 feet. North/south runway 2,170 feet, gravel. Fuel: 80/87, 100/130.

New Holstein Airport-New Holstein: 19 miles east/southeast of Oshkosh Airport. Field elevation-992 feet. Northwest/southeast runway 3,600 feet, bituminous. Lighted. Fuel: 80/87, 100/unlead. Unicom-122.8 MHZ.

SPECIAL NOTICE
AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the Worlds Aerobatics Competition.

All light single and multi engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are at pilots own risk.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surfaced) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass parking area before noon of the day following their arrival. Limited overnight tie down space is available at the FBO for a nominal charge.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangments with the Airport manager, Wittman Field Airport.

STUDENT PILOT TRAINING

No student training flights will be authorized at Oshkosh Wittman Field during the Worlds Aerobatics Competition. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

FUELING REQUIREMENTS

FBO advises only cash, Shell credit cards, VISA or Master Charge will be accepted for fuel purchases.

NON-RADIO EQUIPPED AIRCRAFT WILL NOT BE ALLOWED.

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

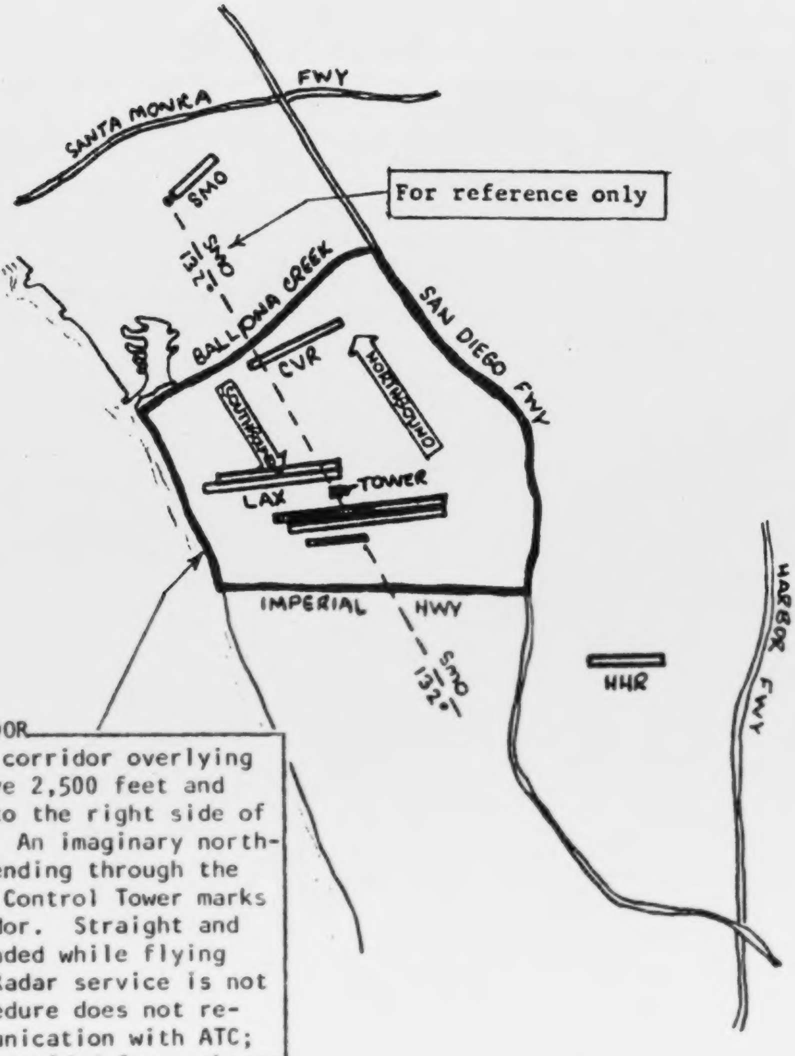
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
For reference only
SMO 132°
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132°
HHR
HARBOR FWY

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

CORRECTION TO AIRMAN'S INFORMATION MANUAL (AIM)

LOCAL FLOW TRAFFIC MANAGEMENT PROGRAM

CORRECT PARAGRAPH 361.a OF THE JULY 1980 ISSUE OF THE AIRMAN'S INFORMATION MANUAL (AIM), BASIC FLIGHT INFORMATION AND ATC PROCEDURES TO READ:

THIS PROGRAM IS A CONTINUING EFFORT BY THE FAA TO ENHANCE SAFETY, MINIMIZE THE IMPACT OF AIRCRAFT NOISE AND CONSERVE AVIATION FUEL. THE ENHANCEMENT OF SAFETY AND REDUCTION OF NOISE IS ACHIEVED IN THIS PROGRAM BY MINIMIZING LOW ALTITUDE MANEUVERING OF ARRIVING TURBOJET AND TURBOPROP AIRCRAFT WEIGHING MORE THAN 12,500 POUNDS AND, BY PERMITTING DEPARTURE AIRCRAFT TO CLIMB TO HIGHER ALTITUDES SOONER, AS ARRIVALS ARE OPERATING AT HIGHER ALTITUDES AT THE POINTS WHERE THEIR FLIGHT PATHS CROSS. THE APPLICATION OF THESE PROCEUDRES ALSO REDUCES EXPOSURE TIME BETWEEN CONTROLLED AIRCRAFT AND UNCONTROLLED AIRCRAFT AT THE LOWER ALTITIDES IN AND AROUND THE TERMINAL ENVIRONMENT. FUEL CONSERVATION IS ACCOMPLISHED BY ABSORBING ANY NECESSARY ARRIVAL DELAYS FOR AIRCRAFT INCLUDED IN THIS PROGRAM OPERATING AT THE HIGHER AND MORE FUEL EFFICIENT ALTITUDES.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

SHENANDOAH VALLEY AIRPORT WEATHER SYSTEM
See page Special—1
OFFSHORE SPECIAL AIRSPACE
See page Special—2
IFR ROUTES N.Y. METRO COMPLEX
See page Special—3
DENVER STAPLETON EXPANDED METERING
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EFAS FACILITIES
See page Special—5
LAKE TAHOE NOISE ABATEMENT PROCEDURES
See page Special—6
BLAKESBURG ANTIQUE AIRFIELD FLY-IN
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VOICE RESPONSE SYSTEM
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OSHKOSH 1980 EAA CONVENTION
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SPOKANE TRSA
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August 21, 1980

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September 4, 1980

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF AUGUST 7, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESSS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM (D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

America's Cup Races will be held off Newport, Rhode Island 9/11-9/26. Due to a large concentration of surface vessels expected to accompany the race, this area will be considered a congested area within the meaning of Federal Aviation Regulations. All fixed wing airplanes flying within the vicinity of the race at 41 20 north, 71 24 west will, therefore, comply with FAR 91.79B. Helicopters should maintain a minimum of 500 feet altitude and avoid any flight directly over racing yachts. It is recommended that traffic flow for airplanes be in a counter clockwise direction for helicopters. (8/80)

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly clsd. (8/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

GRAND CANYON NATIONAL PARK: Unicom Freq 122.95. (7/80)

ARKANSAS

FAYETTEVILLE DRAKE FLD ARPT: Unicom freq 122.95. (8/80)
FORT SMITH MUNI ARPT: Rwy 01-19 clsd to acft over 5500 lbs. (8.80)
HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)
POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 clsd. (3/80)
STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

BURBANK-GLENDALE-PASADENA ARPT: Rwy 07-25 clsd until 10/24. (8/80)
GRASS VALLEY NEVADA COUNTY ARPT: Thr Rwy 25 dsplcd 200 ft. VASI Rwy 25 OTS UFN. (7/80)
LAKE HUGHES VORTAC: Until 4/1/81 Avoid flying below 3000 ft AGL over or near the California Condor nesting area located within 10 miles west (180-360) of the Lake Hughes VORTAC. (7/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SACRAMENTC EXECUTIVE ARPT: Rwy 16-34 3491 ft. by 150 ft. Thr Rwy 16 no longer dsplcd. Rwy 02-20 5501 ft. by 150 ft. Thr Rwy 20 no longer dsplcd. (7/80)

SAN BERNARDINO TRI-CITY ARPT: Rwys 07-25 & 16-34 clsd until 12/3. (8/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80) Rwy 09-27 edge lgts and cntrln temply dsplcd either N or S & rwy width reduced to 150 ft vice 200 ft. Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. ATCT hrs 0500-2300 until 10/26. Arpt clsd B747/L500/C5A Rwy 27 MALS OTS until 10/26. until 10/26. (7/80)

SAN JOSE ARPT: VOR unusable 110-130 below 9500 ft. (7/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER STAPLETON INTL ARPT: LOC BC Rwy 17R unusable. (8/80)

GRAND JUNCTION WALKER FIELD ARPT: ILS Rwy 11 OTS until 11/6. (7/80)

CONNECTICUT

CHESTER: VORTAC "CTR" OTS 9/4-9/24. (7/80)

HARTFORD: VORTAC "HFD" OTS 9/24-10/14. (7/80)

MADISON VORTAC"MAD" OTS 10/15-11/4. (8/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 530 ft cranes 2.4 miles NW of arpt. Five lgtd 300 ft. cranes 1300 ft. west of AER 15. (7/80) Lgtd 274 ft crane 4000 ft west of arpt (8/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 17 VASI OTS 11-1/11-15. Rwy 35 VASI OTS 11-16/11-30. (8/80)

CRYSTAL RIVER: Unicom freq 122.7. (7/80)

LAKELAND MUNI ARPT: Unicom freq 122.95. (7/80)

MIAMI INTL ARPT: Rwy 12-30 clsd B747 tkoffs UFN. (4/80) Thr rwy 30 dsplcd 1761 ft. (7/80)

ORLANDO INTL ARPTILS Rwy 36R CAT 2 NA. (8/80)

PENSACOLA REGIONAL ARPT: Mil opns Tue & Wed 0830-0930 until 12/80. WI 5 NM of NPA/TACAN/062 deg radial 21 DME (OLF Choctow) SFC to 10000 MSL. Non-participating acft avoid area. (5/80)

TAMPA INTL ARPT: Rwy 18L-36R 6800 ft by 150 ft. (8/80)

GEORGIA

ATLANTA CLAYTON VOR "LYN" unusable 095-085;085-095 beyond 12 NM all altitudes (7/80) VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

TWIN FALLS CITY-COUNTY ARPT: Unicom freq 122.95. (7/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 0600-1400 daily. (4/80)

POCATELLO MUNI ARPT: Glide slope OTS 8/18-9/4. (4/80) Rwy lgts Rwy 07-25 OTS. (5/80)

ILLINOIS

AURORA/SUGAR GROVE: Effective 8/1 ctlz hrs will be 0700-2100. (7/80) ATCT hrs 1200Z-0200Z

BLOOMINGTON Ctlz hrs 0600-2100. (8/80)

LINCOLN NDB RTS.

CHICAGO-±O-HARE ARPT: Rwy 27L thr dsplcd 2100 ft. & GS OTS until 8/25. (5/80) Rwy 09R clsd to all opns until 8/25.

GALESBURG: Ctlz hrs 0700-2200 daily. (7/80)

JACKSONVILLE MUNI ARPT: Arpt clsd to student pilots until 10/18. Rwy 13-31 clsd until 10/18. (8/80)

PEOTONE: VOR Freq 113.2. (8/80)

WAUKEGAN MEMORIAL ARPT: Rwy 14-32 clsd until 9/30. (8/80)

INDIANA

ANDERSON ARPT: LOC BC Rwy 30 unusable beyond 20 deg either side of centerline. (8.80)

GALVESTON ARPT: Arpt permly clsd. (8/80)

GREENFIELD POPE FIELD: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80) GS Rwy 23 OTS until 10/1. (8/80)

TERRE HAUTE HULMAN FIELD: Lgtd roadway 3 miles NW of arpt; do not mistake for runway. (8/80)

IOWA

DAVENPORT: Ctlz hrs 1100-1900 daily. (7/80)
SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

DODGE CITY MUNI ARPT: Rwy 02-20 clsd UFN. (7/80)
EMPORIA: VORTAC Unmon 0400-1100Z daily. (7/80)
GOODLAND ARPT: CTLZ hrs. 0500-2200. (8/80)
LIBERAL MUNI: GS Rwy 35 OTS until 9/30 (7/80) For Rwy lgts Rwy 03-21 key 122.3 7 times hi;5 times med and 3 times low intsy. (8/80)
MANHATTAN: VOR "MHK" unmon 0400-1100Z daily. (7/80)
OLATHE JOHNSON COUNTY INDUSTRIAL ARPT: GS OTS until 9/15. (8/80)

KENTUCKY

CAMBELLSVILLE TAYLOR COUNTY: Rwy lgts Rwy 05-23 OTS until 9/1. (6/80)
SOMERSET: NDB "SME" OTS until 8/31. (8/80)

LOUISIANA

JONESBORO ARPT: Arpt clsd UFN. (7/80)

MAINE

AUBURN-LEWISTON MUNI ARPT: Rwy 17-35 2750 ft by 75 ft. (8/80)
BRUNSWICK: VORTAC "NHZ" unusable 050-056 beyond 25 NM. (7/80)
PRESQUE ISLE: Ctlz hrs 0500-2100 Mon-Sat 0800- 2100 Sun. (7/80) Rwy 01-19 clsd until 1800 10/31. Rwy 10-28 clsd until 11/1. (8/80)

MARYLAND

COLLEGE PARK: Unicom freq 123.0. (8/80)
MITCHELLVILLE FREEWAY ARPT: Unicom freq 122.7. (8/80)

MASSACHUSETTS

BEDFORD LAWRENCE G. HANSCOM FLD ARPT: Rwy 05-23 clsd until 10/10. (8/80)
BEVERLY MUNI ARPT: SDF OTS. (3/80)
GARDNER MUNICIPAL ARPT: Stone filled ditch surrounding rwy on both sides. Do not taxi off paved area. (7/80)
NORWOOD MEML ARPT: Unicom freq 122.95. (8/80)
TAUNTON MUNI ARPT: Unicom freq 122.7. (8/80)

MICHIGAN

DETROIT/GROSS ISLE ARPT: UNICOM Freq 123.0 (7/80)
HANCOCK HOUGHTON COUNTY MEMORIAL ARPT: GS Rwy 31 unusable MM inbound. (8/80)
SAGINAW HARRY BROWN ARPT: Rwy 05-23 clsd UFN. (8/80)
SAGINAW TRI-CITY ARPT: Thr Rwy 23 dsplcd 764 ft. until 9/1. (7/8)
SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS indefly. (7/8)
TRAVERSE CITY CHERRY CAPITAL ARPT: Arpt clsd to unsked CAB cert ACR 2300-0430 (7/80)

MINNESOTA

DULUTH ARPT: LOC Rwy 9 unusable MM inbound. (8/80)
HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)
MORRISTOWN: VOR "FDN" unusable 313-322. (8/80)
STARBUCK MUNI ARPT: Rwy lgts Rwy 15-33 OTS until 11/30. (7/80)

MISSISSIPPI

HATTIESBURG: NDB"HHB: OTS until 12/31. (7/80)
RAYMOND JOHN BELL WILLIAMS ARPT: Rwy 05-23 and 17-35 permly clsd. (7/80)

MISSOURI

BUFFALO MUNI ARPT: Thr Rwy 03 dsplcd 380 ft. Rwy 03-21 3193 ft by 50 ft. (7/80)
FORT LEONARD WOOD/FORNEY: Ctlz hrs 0700-2200. (8/80)

MONTANA

HELENA ARPT: ILS Rwy 26 OTS 8/25-8/30. (8/80)

NEBRASKA

AINSWORTH MUNI ARPT: Rwy 04-22 clsd permly. (8/80)
CURTIS, CURTIS MUNI ARPT: Arpt clsd until 9/8. (8/80)
LINCOLN ARROW ARPT: Arpt permly clsd. (8/80)
NORFOLK: VOR "OFK" OTS until 9/4. (7/80)
RED CLOUD MUNI ARPT: Arpt clsd until 10/15. (8/80)

NEVADA

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 02-20 OTS. (1/80)

MANCHESTER ARPT: Eff. 8/24 ctlz hrs 0600-2300 daily. (8/80)

WOLFEBORRC LAKES REGION ARPT: Rwy 12R-30L clsd UFN. Rwy 12L-30R clsd except PP. (7/80)

NEW JERSEY

FLANDERS VALLEY ARPT: Unicom freq 123.0. (8/80)

LAKEWOOD ARPT: Thr Rwy 24 dsplcd 250 ft. (6/80) Arpt clsd intmtly btn 1400-1700 daily until 9/1. (7/80)

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 clsd indefly. (7/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd indefly. (7/80)

NEW MEXICO

LAS VEGAS MUNI ARPT: Ctlz hrs 0600-2200 daily until 8/31. (8/80)

TUCUMCARI: Ctlz hrs 0600-2200 lcl until 8/30. (7/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)

GLENS FALLS WARREN COUNTY ARPT: Unicom freq. 123.0. (8/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

NEWBURGH STEWART ARPT: Rwy 09-27 clsd until 9/1. (8/80)

ROCHESTER-MONROE COUNTY ARPT: TDZL rwy 04 OTS until Dec 25. (3/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

GREENSBORC: VORTAC "GSO" OTS 9/4-11/25. (7/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 clsd nights indefly. (7/80) RVV Rwy 31 CTS until Spring 1981. (7/80)

GWINNER NDB OTS until 12/31. (8/80)

JAMESTOWN MUNI ARPT: ILS Rwy 30 OTS 8/14-9/27. (7/80) Rwy 03-21 clsd until 8/31. (8/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 45-33 CLSD. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)

CLEVELAND-HOPKINS INTLY ARPT: Rwy 18L-36R clsd night opns and acft over 12,500 lbs. (8/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

DAYTON INTL ARPT: Rwy 06L-24R clsd; ALS & ILS Rwy 06L-24R OTS; RVR Rwy 06L OTS until 7/1/81. (8/80) ILS Rwy 06L CAT 2 NA. (8/80)

OTTAWA: NDB "OWX" OTS until 9/19. (7/80)

STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)

TROY SKYPARK ARPT: Arpt clsd UFN. (7/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01/19 OTS. (7/80)

YOUNGSTOWN MUNI ARPT: REILS Rwy 05 & 23 OTS UFN. (8/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80) Thr Rwy 04 dsplcd 430 ft. (7/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

FAIRVIEW: NDB "FAU" OTS until 8/31. (7/80)

PRYOR CREEK PRYOR ARPT: VASIS Rwy 17 & 35 OTS indefly. (7/80)

SEMINOLE: NDB OTS until 8/31. (8/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

WILL ROGERS ARPT: ILS Rwy 35L RTS. (7/80) Rwy 17L-35R open.

OREGON

BAKER VORTAC: VORTAC unmonitored and without voice when FSS clsd. (8/80)

HILLSBORO: NDB "HI" unusable 170-320 beyond 35 NM and 320-010 beyond 40 NM. (8/80)

NORTH BEND: NDB unusable 350-170 beyond 10 NM 170;350 beyond 40 NM. (7/80)

PENDLETON: Ctlz hrs 0600-2200 until 9/30. (7/80)

PORTLAND INTLY ARPT: CM CTS until 10/2. (8/80)

PENNSYLVANIA

BERWICK ARPT: Arpt clsd permly. (8/80)

COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; thr rwy 29 dsplcd 298 ft UFN. (8/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd indefly. (7/80)

MOUNT PLEASANT ARPT: Unicom freq 122.7. (8/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS indefly. (7/80)
POTTSVILLE SCHUYLKILL COUNTY ARPT: Arpt clsd nights; SW 900 ft Rwy 04-22 clsd UFN. (8/80)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 clsd 2300-0600 excp Fri-Sat UFN.

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

CHESTER MUNI ARPT: Rwy 17-35 clsd UFN. (4/80)
KINGSTREE NDB "CKI" OTS until 12/31. (8/80)

SOUTH DAKOTA

NO NOTICES THIS ISSUE

TENNESSEE

BOLIVAR-HALDEMAN COUNTY ARPT: VASIs rwy 18-36 OTS until 11/30. (8/80)
DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS indefly. (7/80)
MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 clsd indefly. (7/80)
SELMER, ROBERT SIBLEY ARPT: VASI Rwy 16/34 OTS indefly. (7/80) (5/80)
SPARTA: NDB "SRB" OTS until 12/31. (7/80)

TEXAS

ABILEEN MUNI ARPT: Unicom freq. 122.95. Thr rwy 22 dsplcd 238 ft. Rwy 17L-35R 7201 ft. by 150 ft. (8/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)
FORT HOOD: VOR unusable 271-319. (7/80)
FORT STOCKTON PECOS COUNTY ARPT: Rwy 11R/29L 7500 ft by 100 ft. (7/80)
HARLINGEN INDUSTRIAL AIRPARK: Rwy 17R-35L clsd UFN. (8/80)
HOUSTON INTERCONTINENTAL ARPT: CAT II & III acft - all turns twd trml complex have std cntrln mkgs; turns away are not designed for tracking nosewheel on cntrln. (7/80)
LAREDO INTL ARPT: Rwy 17C-35C clsd until 1/81. (8/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 08-26 OTS indefly excp High intst. (7/80)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
OLNEY: NDB OTS until 8/31. (8/80)
PECOS MUNI ARPT: Rwy 13-31 clsd;east 3200 ft Rwy 09-27 clsd. All Rwy lgts OTS UFN. (7/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)
WILLIAM P. HOBBY ARPT: Rubber accum NW 1500 ft Rwy 13R-31L. (7/80)

UTAH

NO NOTICES THIS ISSUE

VERMONT

BURLINGTON, CHAMPLAIN ARPT: Unicom freq 122.8. (8/80)

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS indefly. (7/80)
HOPEWELL ARPT: Rwy 08-26 clsd indefly. (7/80)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd indefly. (5/78) VASI rwy 06-24 OTS thru Aug. (6/80)
LAWRENCEVILLE BRUNSWICK ARPT: Thr Rwy 18 dsplcd 490 ft. (7/80)
MANASSAS ARPT: Dulles ATCT CD freq 121.65 vice 126.65. (7/80)
WISE LONESOME PINE: VOR "LNP" unusable 339-030 deg. (8/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

EPHRATA: Ctlz hrs are 0800-1600 until 9/1. (7/80)
PASCO TRI-CITIES ARPT: MM Rwy 21R ots 8/25-8/29. (8/80)

WEST VIRGINIA

BLUEFIELD MERCER COUNTY ARPT: Two hrs PPR for ACR opns 2200-0600. (7/80)
MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80) NE 800 ft Rwy 05-23 clsd. Arpt clsd nights. (7/80)

WISCONSIN

EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)
HARTFORD MUNI: Unicom freq 123.0. (7/80)
OSHKOSH WITTMAN FLD: Rwy 04-22 3424 ft by 100 ft. (8/80)

WYOMING

NO NOTICES THIS ISSUE

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
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CA	Fresno Air Terminal	CS
IA	Clinton Muni	AS
KY	London-Corbin	A
KY	Paducah Barkley Regional	AS
LA	Lafayette Regional	B
ME	Auburn-Lewiston	I
ME	Norway Oxford	N
MI	Saginaw Tri-City	CS
MI	Flint Bishop	B
MI	Marquette County	AA
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
NH	Manchester	I
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
VT	Middlebury	N
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F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1354 AUGUST 7, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMEER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC -------	NATIONAL FLIGHT DATA CENTER
9/103 -----	ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------	FLIGHT INFORMATION/TEMPORARY
FI/P ------	FLIGHT INFORMATION/PERMANENT
#----------	NEw NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

FDC 0/867 FI/T /IKK/ GREATER KANKAKEE KANKAKEE IL. VOR RWY 4 AMDT 2 AND VOR RWY 22 AMDT 2 PROC DATA NOTE CHANGE UNICOM FREQ FOR OBTAINING KANKAKEE IL. ALSTG TO 123.0.

FDC 0/881 FI/T /PWK/ PAL-WAUKEE, CHICAGO/WHEELING/ IL. ILS RWY 16 AMDT 3 VOR RWY 16 AMDT 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDAS CAT A B C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/6L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R 12L 16 AND 24L. CLIMB RWY HEADING TC 1000 FT BEFORE TURNING EAST.

FDC 0/1108 FI/P CORRECT US GOVT ENROUTE LOW ALT CHART L-23 PANEL A EFF 10 JULY 1980. EON VORTAC FREQ 113.2 AND CHANNEL 79 VICE 116.1 AND CHANNEL 108.

FDC 0/1142 FI/P /MLI/ QUAD-CITY MOLINE IL. RADAR-1 AMDT 3. RWY 30 FAF 5 MILES FROM THRESHOLD MINIMUM ALTITUDE AT 2 MILE RADAR FIX 1260 FINAL APPROACH COURSE 304 DEG. THIS IS RADAR-1 AMDT 4.

#FDC 0/1232 FI/T /DEC /DECATUR, DECATUR IL. NDB RWY 6 AMDT 1 SI MINS ALL CATS NA.

MICHIGAN

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

FDC 0/1205 FI/P V-116 V-221 AMENDED AS FOLLOWS: V-116/221 CANCEL MOCA JACKSON MICH VORTAC TO SALEM MICH VORTAC.

#FDC 0/1234 FI/P /CVX/CHARLEVOIX MUNI CHARLEVOIX, MI. NDB RWY 26 AMDT 6 CORRECT US GOVT CHART/AL-5907/PLAN VIEW BY CHANGING MISSED APPROACH TRACK TO INDICATE CLIMBING LEFT TURN.

OHIO

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

#FDC 0/1331 FI/P /HYR/ HAYWARD MUNI HAYWARD WI. VOR RWY 2 AMDT 2 VOR RWY 20 AMDT 2. DELETE TERMINAL ROUTE GRASS INT TO HYR VOR. NDB RWY 20 AMDT 7 CORRECT COURSE AND DISTANCE TO GRASS INT TO SLY NDB 215/18.4. THIS IS VOR RWY2 AMDT3 VOR RWY 20 AMDT 3 AND NDB RWY 20 AMDT 8.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DELAWARE

FDC 0/278 (ILG) GREATER WILMINGTON AIRPORT WILMINGTON DE. AIRPORT CLOSED AIR CARRIER HOLIDAY PLUS WEEKEND PLUS 2030-0630 LOCAL WEEKDAY EXCEPT 4 HOURS PRIOR ARRANGEMENT.

DISTRICT OF COLUMBIA

FDC 0/1065 FI/T /DCA/ WASHINGTON NATIONAL/ WASHINGTON/ D.C. ILS RWY 36 AMDT 30 CAT II NA. VOR RWY 15 AMDT 4 SI AND CIRCLING VIS CAT C 21/2 CAT D 23/4. ALTN MINIMUMS 900 23/4. DUAL VOR OR VOR/ DME MINIMUMS SI AND CIRCLING MDA 780/ HAT/HAA 765 ALL CATS. VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 23/4. VOR/ DME RWY 18 AMDT 4 SI RWY 18 MDA 780/ HAT 767 ALL CATS CIRCLING MDA 780 HAA 765 ALL CATS. SI AND CIRCLING VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. RADAR-1 AMDT 20 ASR RWY 15 MDA 780 HAT/HAA 765 ALL CATS VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. LDA RWY 18 AMDT 8 ALL SI AND CIRCLING VIS CAT C/D 3. ALTN MINIMUMS CAT C/D 1100-3. TAKEOFF MINIMUMS RWY 33/ 36 500-1 OR STANDARD WITH MINIMUM CLIMB OF 272 FT 1 NM TO 600 FT.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/597 FI/T /PNN/ PRINCETON MUNI PRINCETON ME. VOR RWY 15 AMDT 7 PROC NA AT NIGHT.

#FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI LOC AND CIRCLING VIS 1 MI CATS A,V 2 MI CAT C 21/4 mi CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFT ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140

FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

#FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

PENNSYLVANIA

FDC 0/27 FI/T (CXY) CAPITAL CITY, HARRISBURG, PA. ILS RWY 8 AMDT 4. GLIDE SLOPE UNUSABLE BELOW 940 FT MSL.

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1124 FI/T /CXY/ CAPITAL CITY HARRISBURG PA. VOR RWY 12 AMDT 13 PROC NA.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA
ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2134 FI/T (CHO) CHARLOTTESVILLE-ALBEMARLE CHARLOTTESVILLE VA. ILS RWY 3 AMDT 5. DH 840 FT HAT 200 FT VIS 1/2 MILE ALL CATS. SI LOC MDA 980 FT HAT 340 FT ALL CATS VIS 1/2 MILE CAT A B C 3/4 MILE CAT D CIRCLING MDA 1060 FT CAT A 1100 FT CAT B AND C 1500 FT CAT D. VIS 1 MILE CAT A AND B 1 1/2 MILE CAT C 2 3/4 MILES CAT D. PROC DATA NOTES. ALTN MINS CAT D 900 - 2 3/4 MI. SI LOC CAT D VIS INCREASED 1/4 MI FOR INOP MALSR. DELETE FLGW PROC DATA NOTES. S-LOC 3 ALL CATS VIS BECOMES 1 MILE WHEN MALSR INOP. INOP TABLE DOES NOT APPLY. S-LOC 3 CAT D VIS INCREASED 1/4 MILE FOR INOP MM. CAUTION. TREES 1680 FT TO 2200 FT FROM THRESHOLD PENETRATES APPROACH LIGHT PLANE UP TO 36 FT.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK

AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

#FDC 0/1306 FLIGHT RESTRICTION 3 NAUTICAL MILES EITHER SIDE OF A LINE FROM THE HARVEY LA./HVR/VORTAC 086 DEGREE RADIAL AT 018 NAUTICAL MILES AND THE HARVEY LA./HVR/ VORTAC 100 DEGREE RADIAL AT 028 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1000 FEET ABOVE GROUND LEVEL. NEW ORLEANS /NEW/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/034 FI/T (SHV) SHREVEPORT REGIONAL SHREVEPORT LA. ILS RWY 31 AMDT 1. SI-ILS 31 MINS NA. SI-LOC 31 VIS 1 MILE ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

#FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/810 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI-MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D., CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 5 ILS RWY 17R AMDT 1 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

#FDC 0/1224/ FI/P /CSM/CLINTON SHERMAN CLINTON OK ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THIS IS AMDT 2 AND 6.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB CK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LCC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1003 FI/T/BPT/JEFFERSON COUNTY BEAUMONT-PORT ARTHUR TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 420 FT/HAT 404 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 420 FT/HAT 407 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 420 FT/HAT 404 FT ALL CT. VIS 1 1/4 MILE CAT C.

FDC 0/1063 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX. ILS RWY 13 AMDT 4 REDESIGNATED ILS RWY 13R AMDT 5 VOR RWY 13/TAC/ AMDT 11 REDESIGNATED VOR RWY 13R/TAC/AMDT 12 VOR/DME 1 RWY 32 AMDT 9 REDESIGNATED VOR/DME 1 RWY 31L AMDT 10 VOR/DME 2 RWY 31 AMDT 1 REDESIGNATED VOR/DME 2 RWY 31L AMDT 2.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1202 FI/T /T97/ CALHOUN COUNTY, PORT LAVACA, TX. VOR/DME-A AMDT ORIG CIRCLING MDA 560 FT/HAA 526 FT CAT A/B/C.

#FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

#FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIUMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/295 FI/T (31J) LAKE CITY MUNI LAKE CITY FL. VOR/DME-A AMDT 2 NA.

FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT. 2800 FT.

FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

FDC 0/1175 FI/T /PBI/ PALM BEACH INTERNATIONAL WEST PALM BEACH FL. ILS RWY 9L AMDT 16 NDB 9L AMDT 14 MSA PB 25 NM 2600.

FDC 0/1176 FI/T /PHK/ PALM BEACH COUNTY GLADES PAHOKEE FL. VCR RWY 17 AMDT 7 MSA PHK 25 NM 2600.

#FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

#FDC 0/1229 FI/P /SFB/ SANFORD, SANFORD, FL. ILS RWY 9 ORIG. CORRECT US GOVT CHART AL-917. SEMCO INT/OM DEFINED AS I-SND W CRS AND ORL VORTAC R-358.

#FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT

451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES. NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/637 FI/T /MCN/ LEWIS B. WILSON MACAN GA. NDB RWY 5 AMDT 17 AND ILS RWY 5 AMDT 19 MINIMUM SAFE ALT 25NM MC LOM 2600FT.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 0/1113 FI/T /LGC/ CALLAWAY LA GRANGE GA. VOR RWY 13 AMDT 11. PROCEDURE TURN NA. RADAR VECTORS REQUIRED TO FINAL APPROACH FIX. PUBLISHED MISSED APPROACH NA. USE NEW MISSED APPROACH PROCEDURES AS FOLLOWS: CLIMBING RIGHT TURN TO 2400 FT DIRECT LGC VORTAC AND HOLD. HOLD FAST, LEFT TURNS, 289 DEGREES INBOUND.

FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

NORTH CAROLINA

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

#FDC 0/1260 FI/T/RWI/ROCKY MOUNT WILSON ROCKY MOUNT NC. LOC BC RWY 22 ORIG NA.

#FDC 0/1348 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA. VOR RWY 13 AMDT 2 TERMINAL ROUTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT, 090-270 DEG 3200 FT. LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM BSY NDB 270-090 DEG 1900 FT. 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

TENNESSEE

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 0/843 FI/T /HDI/ HARDWICK FIELD CLEVELAND TN. NDB RWY 3 ORIG SI AND CIRCLING MDA 1740 FT. HAA/HAT 866 FT CATS A/B/C. SI AND CIRCLING MINIMUMS CAT D NA. VIS CAT C 21/2 MI.

FDC 0/892 FI/T /TYS/ MCGHEE TYSON KNOXVILLE TN. ILS RWY 4L AMDT 2 SI ILS RWY 4L MINIMUMS NA.

FDC 0/893 FI/T /MEM/ MEMPHIS INTL MEMPHIS TN. ILS RWY 9 AMDT 22 SI ILS RWY 9 MINIMUMS NA.

FDC 0/988 FI/T /BNA/ NASHVILLE METROPOLITAN NASHVILLE TN. ILS RWY 31 AMDT 1 PROC DATA NOTE ADD CAUTION SMYRNA OM AND MM MAY BE RECEIVED PRIOR TO AYERS INT/OM. ADDITIONAL FLIGHT DATA ADD. CHART SMYRNA ARPT AND OM AND MM FOR ILS RWY 32 AT SMYRNA.

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

SOUTHWEST

ARIZONA

#FDC 0/1287 FI/P V-291 WINSLOW AZ /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /6XC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1014 FI/T /SIY/ MONTAGUE/SISKIYOU COUNTY AIRPORT, CA. VOR-B, AMDT 1 MODIFY TRANSITION MFR VORTAC TO SIY VOR AT 9400 MEA VIA MFR R-120 FOR 30.0 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1058 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 6 LOC BC-A AMDT 7 VOR-B AMDT 9 VOR RWY 12 AMDT 11 PROC NA WHEN SANTA MARIA CA ALSTG NOT

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1190 FI/P /HHR/ HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 4 ADD PROC DATA NOTE: LOCALIZER UNUSABLE BEYOND 15 DEGREES NORTH OF LOCALIZER COURSE AND UNUSABLE LESS THAN 0.8 NM FROM THRESHOLD. MAP 6.2 NM AFTER PASSING HASHY INT. DISTANCE FAF TO MAP 6.2 NM. THIS IS AMDT 5. AVAILABLE.

#FDC 0/1219 FI/P/ONT/ ONTARIO INTERNATIONAL ONTARIO CA. ILS RWY 25R AMDT 30 FONTA LOM/INT CHANGED TO FONTA OM/INT. MSA PDZ VORTAC 020-110 9000. 110-200 6800. 200-290 6500. 290-020 11100. THIS IS AMDT 31.

#FDC 0/1220 FI/P/ONT/ONTARIO INTERNATIONAL ONTARIO CA. NDB RWY 25R AMDT 29 FROC CANCELLED.

#FDC 0/1253 FLIGHT RESTRICTION 2 NAUTICAL MILE RADIUS OF THE PALM SPRINGS CA. /PSP/ VORTAC 239 DEGREE RADIAL AT 008 NAUTICAL MILES. PURSANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 6000 FEET ABCVE GRCUND LEVEL. THERMAL CA. /TRM/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES _ SUNRISE TC SUNSET DAILY.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/802 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWYS 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TC VOR RWY 26R /TAC/ AMDT 21. IFR DEP PROCS TKOF MINS RWYS 8L-R/26L-R/12/17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDAS 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25-- 122.8.

FDC 0/1109 FI/T /FCS/ BUTTS AAF FORT CARSON CO. VOR RWY 31 ORIG NA. RADAR-1 AMDT 3 LOST COMMUNICATIONS CLIMB TO 9000 DIRECT TO COS VORTAC AND R-140 TO HANKO INT. EXECUTE ILS RWY 35 APPROACH TO COLORADO SPRINGS CO.

FDC 0/1194 FI/P V8S/V-220 AKRON COLORADO VOR TO PASSE INT NEBRASKA MEA 6400 MOCA 5600. V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

#FDC 0/1225 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE MORMON MESA NV. /MMM/ VORTAC 300 DEGREE RADIAL AT 015 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 12000 FEET ABOVE GROUND LEVEL. LAS VEGAS NV. /LAS/ IS COORDINATING FLIGHT SERVICE STATION.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVIALAPLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

#FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

433FDC 0/1349 FLIGHT RESTRICTION43 5 NAUTICAL MILE RADIUS OF THE SALT LAKE CITY UT. /SLC/ VORTAC 072 DEGREE RADIAL AT 076 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 16000 FT MEAN SEA LEVEL. SALT LAKE CITY UT. /SLC/ IS COORDINATING FLIGHT SERVICE STATION.

NORTH CENTRAL

IOWA

FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

FDC 0/1126 FI/T /MUT/ MUSCATINE MUNI MUSCATINE IA. VOR/DME-A AMDT 3 CIRCLING MDA CATS A/B 1120 FT HAA 574 FT.

FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 0/712 FI/T /EMP/ EMPORIA MUNI/ EMPORIA KS. VOR-A AMDT 9 ALTN MINIMUMS NA FROM 0400Z TO 1100Z.

FDC 0/713 FI/T /SLN/ SALINA MUNI/ SALINA KS. NDB RWY 35 AMDT 10 ILS RWY 35 AMDT 12 VOR RWY 17 /TAC/ AMDT 12 RNAV RWY 17 AMDT 5 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES. 1. USE CONCORDIA/KS ALSTG. 2. INCREASE ALL MDA 200 FT. 3. ALTN MINIMUMS NA.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/821 FI/T FOLLOWING AIRWAYS NA FROM 0400Z to 1100Z V4 HLC VORTAC TO SLN VORTAC V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC. MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/V132 STEAL INT TO HUT VORTAC 4500 V4N/V261 CHARI INT TO MHK VOR 5000. V132 CASSO INT TO CNU VOR 5000. V77/V280 HEYDN INT TO TOP VORTAC 4500.

FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWYN 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1105 FI/T /MHK/ MANHATTAN MUNI MANHATTAN KS. NDB-A AMDT 14 ILS RWY 3 AMDT 1 VOR-F AMDT 1 VOR-H AMDT 10 VOR RWY 3 AMDT 12 WHEN CTLZ NOT IN EFFECT THE FOLLOWING APPLIES EXCPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE CONCORDIA KS. ALSTG BUT APPLY SALINA KS. ALSTG MINIMA. 2. ALTN MINIMUMS NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/655 FI/T /DLH/ DULUTH MUNI DULUTH MN. RADAR-1 AMDT 14 PAR RWY 9 NA.

#FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC

220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FC 0/1037 FI/T CORRECT U.S. GOVT CHART I-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

#FDC 0/1044 FI/T /JLN/ JOPLIN MUNI, JOPLIN MO. NDB RWY 13, AMDT. 20 AND ILS RWY 13, AMDT. 18: TERMINAL ROUTE EOS VORTAC TO LUMMS LOM MEA 3100 VICE 3000.

#FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

#FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TEMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA NMR DMO NDB 2700 FEET.

NEBRASKA

FDC 0/389 FI/T /LNK/ LINCOLN MUNI, LINCOLN, NE. ILS RWY 35L AMDT 6 SI LOC AND CIRCLING MINS ONLY AUTH.

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1010 FI/T /OFK/ KARL STEFAN MEMORIAL, NORFOLK, NE. LOC RWY 1 AMDT 2 MISSED APPROACH CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3400 VIA HEADING 145 AND I-OFK SOUTH COURSE TO SLAYS INT AND HOLD SOUTH RIGHT TURN 011 INBOUND.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

FDC 0/1066 FI/T /RUG/ RUGBY MUNI/ RUGBY/ ND. NDB RWY 11 ORIG NDB RWY 29 AMDT 1 PROC NA.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

#FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536

FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCEDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPCIIFIED IN FAR 91.91 WITH PORTLAND OR. CR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATICN INTO THE RESTRICTED AREAS FRCM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST. HEIENS AREA MAY EXPECT RADAR FLIGHT FOLLCWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS CNGOING FIXED WING AND ROTARY AIRCRAFT CPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATIION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1012 FI/T /PDT/ PENDLETON MUNICIPAL, PENDELTON, OR. VOR RWY 7L, AMDT 13, AND ILS RWY 25R, AMDT 20, REDESIGNATED VOR RWY 7, AMDT 13, AND ILS RWY 25, AMDT 20.

FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

#FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

3FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1129 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WASHINGTON. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

#FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA R06 FT.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARE TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1040 FI/P/SCC/DEADHORSE DEADHORSE AK. LOC/DME BC RWY 22 AMDT 2 SI MDA 480 FT HAT 423 FT ALL CATS VIS CAT C 3/4 MILE CAT D VIS INCREASED 1/4 MILE FOR INOP MALSR. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 480 FT HAA 423 FT. VOR RWY 22 AMDT 2 SI MDA 520 FT HAT 463 FT ALL CATS CAT C 3/4 MIL1. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 520 FT HAA 463 FT. THIS IS LOC/DME BC RWY 22 AMDT 3 AND VOR RWY 22 AMDT 3.

#FDC 0/1288 FI/T /UMT/ UMIAT UMIAT AK. NDB-A AMDT 2 NDB-B AMDT 2 NDB-C ORIG ALTERNATE MINIMUMS NA.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NCB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT EH GBN NCB 125/ZBB NCB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GEN NCB 125/ZQA NDB 059. COSMO INT EH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT EH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT ER8L ZFP NDB TO ZMH NDB. BR7L ZFP NDE TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, ER3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.

2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.

3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility) are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

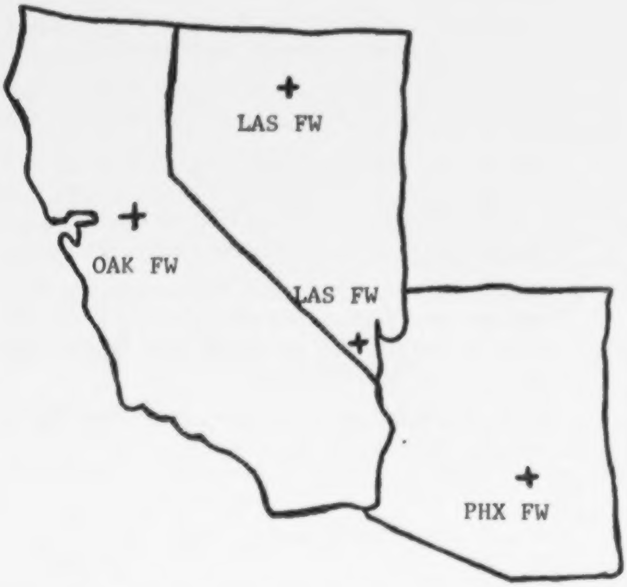
TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

Commencing in July 1980, the Federal Aviation Administration, Western Region, will conduct a six month evaluation of the suitability of high altitude, Flight Level 180 and above, En Route Flight Advisory Service communication outlets. All facilities will transmit and receive on frequency 134.825 MHZ. The chart, below, shows the approximate location of the outlets and the flight watch facility that provides the service. The outlets are as follows:

Flight Watch Facility	Location of Antennas
Oakland FSS	Angels Camp, California
Las Vegas FSS	Battle Mountain, Nevada Good Springs, Nevada
Phoenix FSS•	Mt. Humbolt, Arizona



Check NOTAMs for the actual date of Commissioning of outlets. User comments regarding the effectiveness of this service are solicited.

Telephone comments to any of the participating Flight Watch Facilities or mail comments to:

Department of Transportation
Federal Aviation Administration
Western Regional Headquarters
P.O. Box 92007
World Way Postal Center
Los Angeles, California 90009
Attention: AWE-540

NOISE ABATEMENT PROCEDURES—LAKE TAHOE AIRPORT

PROCEDURE: Normal departure for Runway 18 is a wide left downwind departure. It is requested that your left crosswind turn not be made until reaching the south airport boundary and/or a minimum altitude of 7,000 feet MSL. If you do not have sufficient altitude after takeoff to initiate your crosswind turn to a downwind departure with safety, maintain proper airspeed and continue straight out. Approximately 1½ miles south of the airport there is a large cleared area (golf course) to the right where you may circle to gain altitude, be sure to advise the tower of your intentions. Later, report leaving the golf course and state direction of climb. Do not fly west of the golf course itself as downdrafts may be encountered close to the mountains.

Large and high performance aircraft may, if desired, depart Runway 18 into right traffic, west of the airport, and depart on a 340° heading over the lake.

PROCEDURE: Aircraft departing on Runway 36 will upon passing the departure end of the runway turn left to approximately a heading of 340° to follow the meadow. It is requested that aircraft climb and remain over the meadow until reaching 7,500′ MSL or the lake shore before changing course.

This information will be provided through the FBO and published in the AIM. This does not apply to aircraft remaining in the east traffic pattern except that the crosswind turn will not be initiated prior to reaching the end of the runway and at 6,800′ MSL or above.

For further information see Airport/Facility Directory, Southwest U.S., effective July 10, 1980.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

On or about June 10, 1980, Alert Weather Watch (AWW) and Convective SIGMET (WST) reports will be added to the Computer Generated Voice Response System (VRS). A Public Demonstration of this system is currently being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, porcede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S— "Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S— "For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S— "Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S— "Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S— "Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S— "How many hours from now? maximum is 30"

P—6; # #

S— "Six"

S— "At what altitude?"

P—85; # # (or 8500; # #)

S— "eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S— "Do you want more information, answer yes or no?"

P—Y; # #

S— "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

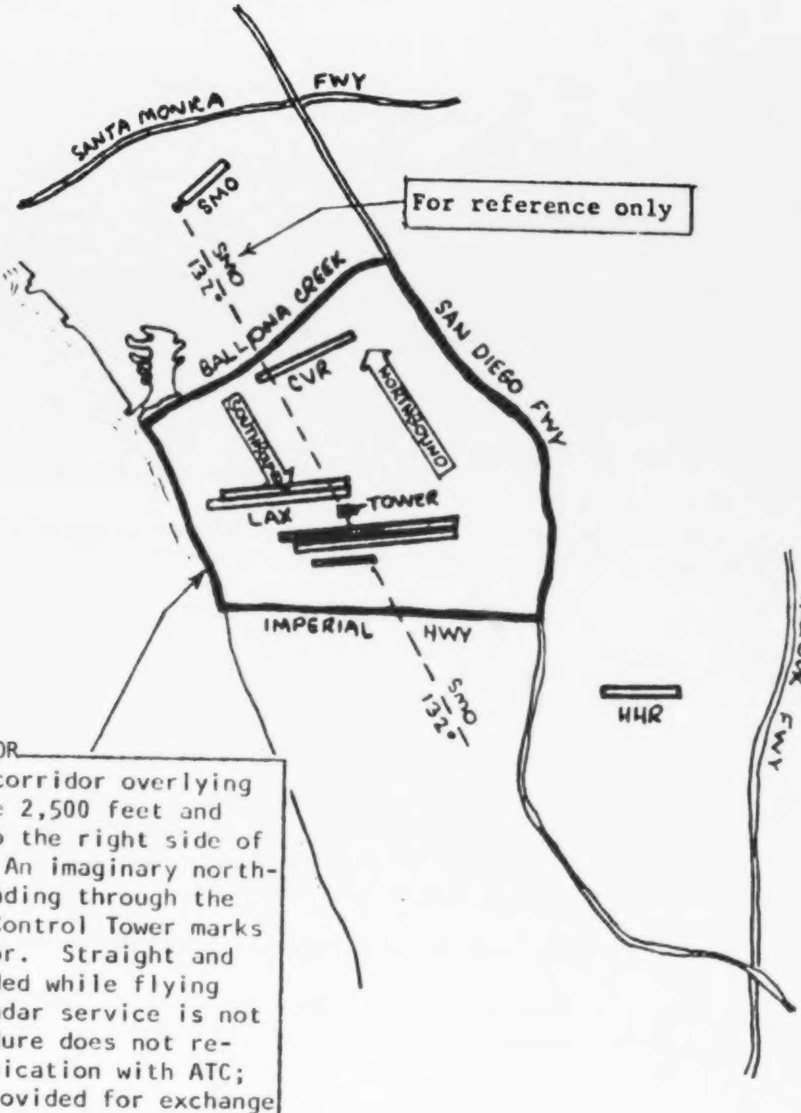
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
For reference only
SMO 312°
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132°
HHR
HARBOR FWY

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE WORLDS AEROBATICS COMPETITION WITTMAN FIELD, OSHKOSH, WISCONSIN

August 17—August 30, 1980

Due to the heavy volume of traffic generated by the Worlds Aerobatics Competition, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Wittman Airport, Oshkosh, Wisconsin from August 17 through August 30, 1980.

SPECIAL NOTICE
OSHKOSH TOWER

CONTROL TOWER HOURS OF OPERATION

The Oshkosh Tower will operate on a 24 hour per day basis throughout the Worlds Aerobatics Competition.

Frequencies OSH:

ATIS-125.8
Oshkosh Tower Approach-120.7
Oshkosh Tower Local-118.5
VORTAC-111.8
Ground Control-121.9

VFR ARRIVALS PROCEDURES

1. All inbound aircraft monitor the Oshkosh ATIS on 125.8 MHZ when thirty-five miles out from Oshkosh.

2. All aircraft use the Fisk Special Arrival Procedure. See Graphic. Remain clear of the depicted high density traffic area. Fly altitudes and speeds appropriate to direction flown. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232 at 18 miles) monitor Oshkosh Tower on 120.7 MHZ. Fly inbound toward Fisk on the southeast side of the railroad tracks. Arrival controllers will provide sequencing and routing to be flown using your aircraft color and type as you approach Fisk. You will be given clearance to contact the tower on 118.5 MHZ when you are cleared past Fisk. The route to be flown to Wittman Airport will be assigned by controllers at Fisk. Landing sequence and clearance will be issued by tower on 118.5 MHZ.

VFR HOLDING BEFORE RIPON

If holding of VFR traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency. Procedure to be used is as follows: Start a left turn, and note your position over the ground. Remain over that geographical point in VFR conditions. Continue to monitor the ATIS until the holding instructions are removed, and replaced with current arrival information. This will normally not exceed five minutes. This procedure will eliminate extremely heavy traffic holding over the feeder point, and will enhance a smooth flow of same direction traffic over the arrival route.

VFR HOLDING AFTER RIPON (SEE GRAPHIC INSERT)

If holding of VFR traffic becomes nesessary, traffic will be instructed to hold from over the village of Fisk (5 miles southwest of Wittman Field on railroad track), with a left turn west bound to the north end of Rush Lake, then counterclockwise around the lake, then back northeast bound on the northwest side of the railroad track. See Graphic Insert. (Be alert for other traffic on the southeast side of the railroad track.) Traffic at Fisk will be monitored and observed by controllers. Aircraft will be instructed to hold or to proceed to the airport.

DO NOT PROCEED PAST FISK WITHOUT ATC CLEARANCE

Two patterns will be available, one at 1800 feet MSL for traffic up to one hundred miles per hour, and the other at 2300 feet MSL for those who need one hundred and thirty miles per hour.

For the safety of all please use these speeds and altitudes as appropriate for your aircraft in your transitions and holding.

HIGHER PERFORMANCE

Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so.

VFR DEPARTURES

1. Before taxiing monitor ATIS on 125.8 MHZ for departure runway and information. While taxiing monitor ground control on 121.9 MHZ. Follow directions of signs and flagmen from the parking area to the departure runway.

2. To the maximum extent feasible runway 18 will be used for departures. It is imperative that all departures maintain runway heading until three miles south of the airport.

3. In the event runway 27 must be used for landings and departures, all departing aircraft must be alert for and avoid the runway 27 landing traffic pattern depicted in the graphic insert. Arriving aircraft will maintain 1000 AGL until north of runway 27. Departures will maintain 500 AGL until clear of all inbound traffic and patterns.

4. Runway 9 departures must depart the high density area in the northeast quadrant prior to proceeding on course. Remain clear of the depicted high density area after departure.

5. Do not call the tower for takeoff clearance. Tower controllers at the mobile unit will give you takeoff clearance with paddles or signal flashlights. Observe their signals carefully. Monitor 118.5 MHZ but do not call unless an emergency exists. Be alert for radio instructions on 118.5 MHZ using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or landing.

SPECIAL NOTICE

IFR TRAFFIC—CHICAGO CENTER

Due to the volume of IFR traffic which impacts Chicago Center airspace, special enroute, arrival, and departure traffic handling procedures will be instituted according to system demand.

NOTE: IFR arrival and departure delays of up to three (3) hours can be anticipated. Pilots should file their IFR flight plans from point of departure. Due to frequency congestion, Center controllers will not honor requests for air filed flight plans.

Pilots can anticipate flow control procedures which will generate departure delays off airports within Chicago Center airspace and airports which lie within adjacent Center/s airspace areas. Flow control procedures are most probable between the hours of 1000 (1500Z) and 1800 CST (2300Z).

IFR ARRIVALS

Chicago Center will be radar vectoring IFR traffic to the final approach course at the Wittman Airport. Due to the large volume of varying performance aircraft with the resultant effect on final approach sequencing, pilots are cautioned to closely monitor assigned airspeeds on final approach. Be prepared to discontinue your approach on final in order to enter a VFR traffic pattern.

Published missed approaches on approach plates serving the Wittman Airport may not, as a rule, be used during this period. Be prepared to execute an unpublished missed approach as specified by the controller.

Arriving IFR traffic can expect lengthy holding delays within a 75 N.M. radius of Oshkosh, Wisconsin. Be prepared to hold.

During appropriate weather/traffic conditions light weight single and twin engine piston powered aircraft expect the Rush Lake visual approach as charted.

IFR DEPARTURES

IFR flight plans should be filed at least one hour prior to the estimated time of departure. This can be done by calling Green Bay FSS toll free at 233-7920. An IFR clearance will not be issued if the flight plan is not on file. When ready to taxi, contact ground control on 121.9 MHZ and advise you are an IFR departure. Initially, only routing clearance will be issued. Heading to fly after departure and altitude will be assigned just prior to takeoff clearance. Taxi instructions will be issued by ground control in addition to marked signs and flagmen located on the airport. VFR and IFR taxiing aircraft will be segregated. IFR pre-departure holding areas will be marked at departure runways. These areas are for aircraft on IFR clearances who are not released by Center. All IFR traffic must pull into the marked area to insure proper departure sequence. The line of VFR aircraft will be stopped to allow IFR aircraft in these holding areas to depart as the releases are received from the Center. Takeoff clearance will be issued by the controllers at the runway mobile unit.

IFR TRAFFIC—ENROUTE

Enroute aircraft requesting routing through airspace within 75 N.M. of Oshkosh, Wisconsin can expect a minimum altitude of 11,000 feet. Reroutings can be anticipated. Aircraft requesting routing over the Chicago area can expect a minimum altitude of 11,000 feet. Depending on Chicago area traffic, reroutes of up to 75 N.M. clear of the Chicago O'Hare Airport can be anticipated.

VFR RADAR ADVISORY SERVICE TO VFR TRAFFIC

Chicago Center may, depending on traffic volume, provide radar advisory service to transponder equipped VFR traffic only. It is stressed that this service will be provided on a time available and controller workload basis. No VFR radar advisory service will be provided within a 50 mile radius of the Wittman Airport, Oshkosh, Wisconsin. Pilots are reminded that while being provided radar advisory service, it is imperative that, regardless of pilot rating, flight must be conducted in weather conditions which equal VFR conditions at all times. Chicago Center will not accept any request for conversion of VFR radar advisory service to an air filed IFR clearance request.

All pilots are asked to fully cooperate in order to keep delays at a minimum. The following reminders and suggestions are offered in your interest:

File routing which will avoid Chicago O'Hare Airport by at least 50 N.M.

If you can fly in an aircraft with a transponder, by all means do so—be prepared to hold, check your fuel

quantity—be familiar with the various approaches at the Wittman Field and surrounding airports—insure currency of charts—check NOTAMS—be prepared for a routing clear of Restricted Area 6903, which lies over Lake Michigan east of Oshkosh, Wisconsin—if you do not desire a clearance over Lake Michigan, advise so when filing your flight plan—remember, you must have a Transponder/Mode "C" altitude reporting if you intend to fly above 12,500 feet MSL. (Refer FAR 91.24)

SPECIAL NOTICE
AIRPORT/S—FSS INFORMATION

FSS-AT GREEN BAY, WISCONSIN

All Flight Service Station services will be provided from the Green Bay FSS on a 24 hour basis. Public telephones will be located strategically throughout the aircraft parking area. For pilot briefing services and flight plans call 233-7920, (local call). The telephone number will be prominently posted at all phone locations.

DAILY AEROBATIC DEMONSTRATIONS

Flight demonstrations of an aerobatic nature will be conducted daily. The air show operations area is: from the surface to 6,000 feet AGL from August 17 through August 30, 1980, and will be in effect from 1700 to 1800 LST daily. On Sunday, August 17, Saturday, August 23, Sunday, August 24, and Saturday, August 30, the field will be closed from 1330 to 1800 hours and airspace from the surface through 7,500 AGL.

AEROBATIC BOX

Daily aerobatic competition will be conducted in a 1,000 square meter aerobatic box located adjacent to Wittman Field, Oshkosh, Wisconsin. The aerobatic box operation area: from the surface to 4,000 feet AGL, situated 3,000 feet west of runways 18/36, and bounded to the south by Ripple Road adjacent to approach end of runway 18, to the west by highway 41, to the north by the east-west road (Waukau Avenue), south of the control tower

All traffic, except scheduled aircraft shall remain well clear of this area.

GREEN BAY AREA RADIO

We suggest pilot filing inbound flight plans, landing Oshkosh, add an additional ½ hour to their ETE to allow for delays in landing and parking. Aircraft enroute to the Oshkosh area are requested to cancel flight plans with Green Bay Area Radio approaching airport of intended landing. (Advise which VOR or frequency on which a reply is expected.) Pilots can establish communications with Green Bay Radio through the following VORs.

OSH-T 122.1 MHZ	GRB-T 122.1 MHZ
R 111.8 MHZ	R 117.0 MHZ
Oshkosh	Green Bay

VFR FLIGHT PLANS

Everyone is urged to file a flight plan. Pilots with two-way radio equipped aircraft should close flight plans with OSHKOSH RADIO prior to or after landing. Transmit on 122.1 MHZ and listen on 111.8 MHZ. Pilots without radio equipped aircraft should close their flight plans via telephone with Green Bay Flight Service Station. There are numerous telephones in all parking areas. The local telephone number for Green Bay FSS is 233-7920. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

MTW-T 122.1 MHZ	MNM-T 122.1 MHZ
R 111.0 MHZ	R 109.6 MHZ
Manitowoc	Menominee
T-Transmit	R-Receive

Simplex radio frequencies at Green Bay Area Radio are 122.2 MHZ and 122.55 MHZ and at Fond du Lac 122.5 MHZ. Telephone numbers for closing or filing flight plans are:

At Appleton	739-5293
At Brennand	Enterprise 1015
At Clintonville	823-2868
At Fond du Lac	923-0190
At Menominee	863-8710
At Sheboygan	458-9602
At Oshkosh	233-7920

Pilots please indicate on your flight plan the airport of intended landing in the Oshkosh area:

Oshkosh	OSH
Appleton	ATW
Brennand	79C
Fond du Lac	FLD
New Holstein	8D1

AIRPORT INFORMATION FOR THE OSHKOSH AREA

Wittman Field-Oshkosh: Location of the WAC, 2.5 miles south of downtown Oshkosh. SPECIAL PROCEDURES TO BE FOLLOWED. Field elevation-805 feet. Traffic pattern altitudes 600 feet AGL all runways.

Outgamie County-Appleton: 17 miles north of Oshkosh Airport. Field elevation-918 feet. Unicom-122.95 MHZ. Longest runway 7,000 feet, concrete. Lighted. Fuel: 80/87, 100/103, jet. Approach Control through Green Bay 126.3 MHZ. Appleton Tower frequencies: Local Control-119.6 MHZ, Ground Control-121.7 MHZ.

Fond du Lac County-Fond du Lac: 13 miles south/southeast of Oshkosh Airport. Field elevation-809 feet Unicom-122.8 MHZ. Longest runway 5,000 feet, bituminous. Lighted. Fuel: 80/87, 100/130, jet. Approach Control through Chicago Center 127.5 MHZ, Green Bay Area Radio simplex frequencies, 122.5 or 125.55 MHZ.

Brennand Airport-Neenah: 10 miles north of Oshkosh Airport. Field elevation-850 feet. North/south runway 2,170 feet, gravel. Fuel: 80/87, 100/130.

New Holstein Airport-New Holstein: 19 miles east/southeast of Oshkosh Airport. Field elevation-992 feet. Northwest/southeast runway 3,600 feet, bituminous. Lighted. Fuel: 80/87, 100/unlead. Unicom-122.8 MHZ.

SPECIAL NOTICE
AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the Worlds Aerobatics Competition.

All light single and multi engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are at pilots own risk.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surfaced) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass parking area before noon of the day following their arrival. Limited overnight tie down space is available at the FBO for a nominal charge.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangments with the Airport manager, Wittman Field Airport.

STUDENT PILOT TRAINING

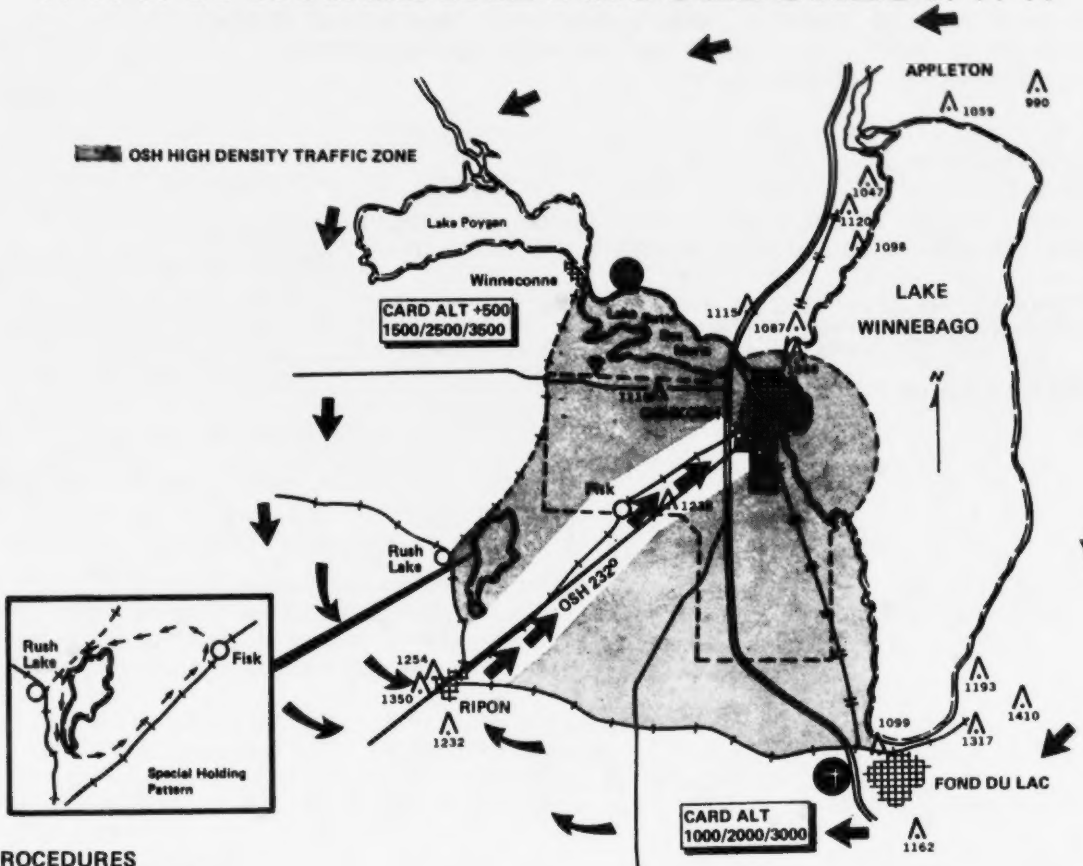
No student training flights will be authorized at Oshkosh Wittman Field during the Worlds Aerobatics Competition. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

FUELING REQUIREMENTS

FBO advises only cash, Shell credit cards, VISA or Master Charge will be accepted for fuel purchases.

NON-RADIO EQUIPPED AIRCRAFT WILL NOT BE ALLOWED.

OSHKOSH
1980
EAA CONVENTION
WORLD AEROBATIC CHAMPIONSHIPS
☆ ☆ ☆ VFR ARRIVAL PROCEDURES ☆ ☆ ☆


OSH HIGH DENSITY TRAFFIC ZONE
APPLETON
1059
990
Lake Poygan
Winneconne
CARD ALT +500
1500/2500/3500
1047
1120
1098
LAKE
WINNEBAGO
1115
1087
N
Fisk
1238
Rush Lake
OSH 232°
Rush Lake
Fisk
Special Holding Pattern
1254
1350
RIPON
1232
1193
1410
1099
1317
FOND DU LAC
CARD ALT
1000/2000/3000
1162

PROCEDURES

1. Monitor ATIS 125.8 MHZ.
2. Enter transition over Ripon.
3. Proceed along south side of R.R. tracks toward Fisk.
4. Traffic at 110 MPH should fly at 1000 AGL-1800 MSL. Traffic at 130 MPH should fly 1500 AGL-2300 MSL.
5. Call Oshkosh tower on 120.7 MHZ turning inbound over Ripon.
6. Listen for controller instructions as you approach Fisk. "Traffic to follow, etc.". Controller will use color and type aircraft at Fisk.
7. Controller will advise when to call Oshkosh tower on 118.5 MHZ.

DO NOT GO BEYOND FISK UNTIL APPROVED BY CONTROLLERS ON 120.7 MHz

OSHKOSH FREQUENCIES

1. ATIS 125.8
2. TOWER 120.7
3. LOCAL TOWER 118.5
4. VORTAC 111.8

CANCEL FLIGHT PLANS WITH GRB FSS
T-122.1 R. OSH VOR 111.8

BLAKESBURG ANTIQUE AIRFIELD FLY-IN
August 24, 1980 - September 1, 1980
Blakesburg, Iowa

THE NATIONAL ANTIQUE AIRPLANE ASSOCIATION (AAA), IN CONJUNCTION WITH THE NATIONAL AIR POWER MUSEUM WILL HOLD AN INVITATIONAL FLY-IN AT ANTIQUE AIRFIELD, NEAR BLAKESBURG, IOWA AUGUST 24 thru SEPTEMBER 1, 1980. BLAKESBURG ANTIQUE AIRFIELD IS LOCATED FROM OTTUMWA VOR 250 DEG, 12 NM.

THE AIRPORT WILL BE CLOSED AUGUST 31, 1300-1500 CDT, SFC TO 5,000 MSL.

AIRCRAFT FLYING IN THE BLAKESBURT, OTTUMWA AREA SHOULD BE ALERT FOR NON-RADIO EQUIPPED AIRCRAFT AND HEAVY TRAFFIC.

OTTUMWA FSS WILL PROVIDE WEATHER BRIEFING AND FLIGHT PLAN ASSISTANCE AT THE ANTIQUE AIRFIELD.

FLAGMAN WILL BE ON DUTY.

NOTICES TO AIRMEN

RENO, NEVADA

SPECIAL AIR TRAFFIC PROCEDURES--RENO'S CANNON INTERNATIONAL AIRPORT

September 11 through September 14, 1980

The Federal Aviation Administration has established the following special airport traffic control procedures to be used at Reno's Cannon International Airport during the National Championship Air Races.

RENO/STEAD AIRPORT

Reno/Stead Airport is closed to non-contestant aircraft beginning at 1800 PDT, September 7 through 1800, PDT, September 14, 1980. Check NOTAMS for additional restrictions.

ARRIVAL AND DEPARTURE DELAYS

Possible one-hour arrival delays may be expected Friday evening, Saturday and Sunday mornings. Expect arrival and departure delays after 1500 PDT Sunday. NO DELAYS DAILY between 2100 PDT and 0800 PDT. Plan your fuel.

ATIS AVAILABLE ON 125.8 MHz

VFR ARRIVAL PROCEDURES

Effective 1200 PDT, September 11 through 2100, September 14, 1980.

Except to land or take-off, or as authorized by ATC, no aircraft shall be permitted to operate within the Reno Terminal Radar Service Area (TRSA) or within five miles of Reno's Cannon International Airport below 10,000 MSL. Pilots landing at Reno contact Approach Control at least 20 miles out.

DO NOT ENTER the airport traffic area until advised to do so by Approach Control. Simultaneous landings will be made on Runways 16 and 25, wind and aircraft types permitting. Each runway will be controlled by a separate tower frequency. PAY PARTICULAR ATTENTION TO THE TOWER FREQUENCY ASSIGNED BY APPROACH CONTROL.

IFR DEPARTURE PROCEDURES

Effective Sunday evening and Monday morning, September 14 and 15, 1980.

IT IS ESSENTIAL that pilots departing Reno obtain information from ATIS prior to leaving the parking area. Additional blanket instructions will be broadcast on Ground Control. When number one for departure, a spotter will provide tower your aircraft identification. Monitor the correct tower frequency move up if required, but hold short of the runway. Tower will issue departure clearances as traffic permits.

NOTE: Monitor ATIS 125.8 for arrival and departure information. Close Flight Plans with Reno FSS on 122.5.

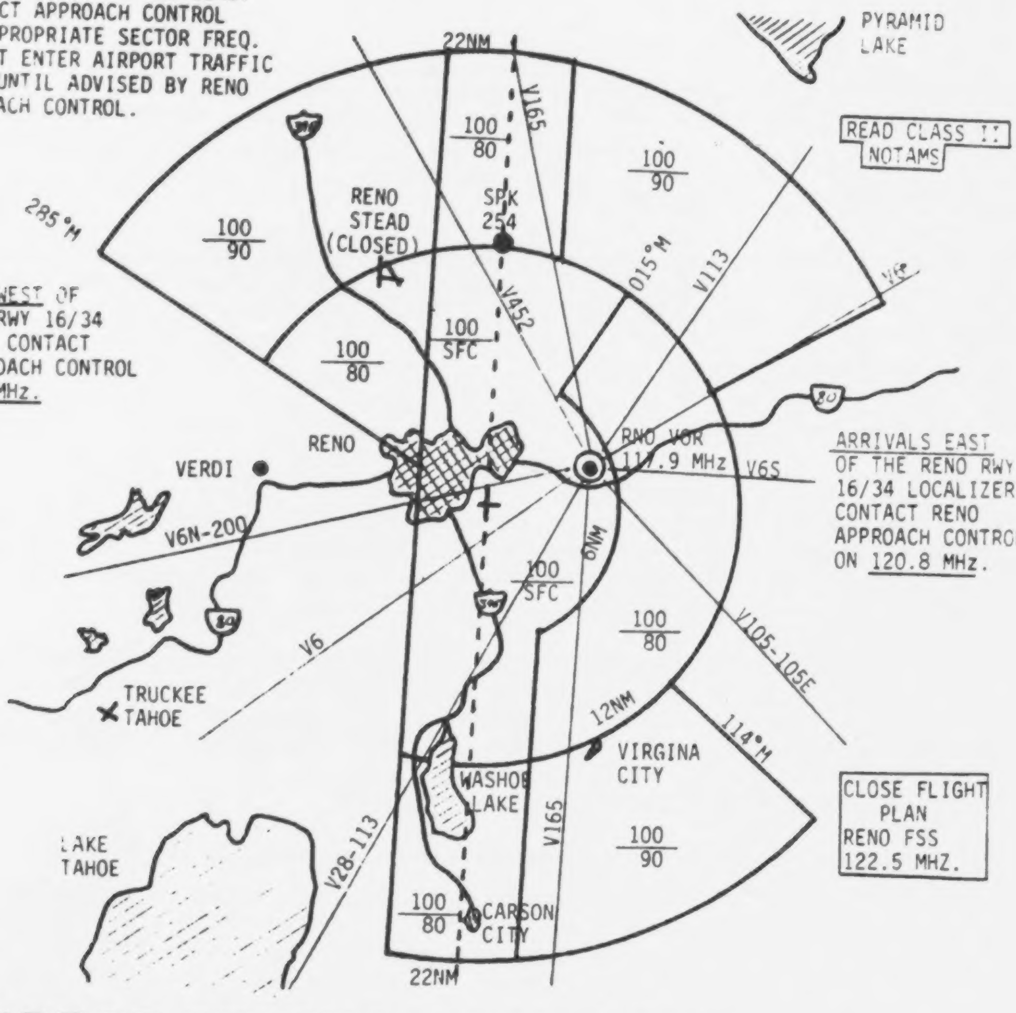
Special-18

RENO NATIONAL CHAMPIONSHIP
AIR RACES
SEPT. 11 THRU SEPT. 14, 1980

SPECIAL AIR TRAFFIC PROCEDURES DURING AIR RACES

1. BE FAMILIAR WITH STAGE III PROCEDURES.
2. LISTEN TO ATIS 125.8 MHz FOR SPECIFIC INSTRUCTIONS.
3. CONTACT APPROACH CONTROL ON APPROPRIATE SECTOR FREQ.
4. DO NOT ENTER AIRPORT TRAFFIC AREA UNTIL ADVISED BY RENO APPROACH CONTROL.

LISTEN TO ATIS 125.8 MHz


PYRAMID LAKE
22NM
V165
100/80
100/90
285°M
100/90
RENO STEAD (CLOSED)
SPK 254
015°M
V113
V6
100/80
100/SFC
V452
80
RENO
RNO VOR 117.9 MHz
V6S
VERDI
V6N-200
100/SFC
6NM
80
V6
100/80
V105-105E
TRUCKEE TAHOE
12NM
114°M
VIRGINA CITY
WASHOE LAKE
V165
100/90
LAKE TAHOE
V28-113
100/80
CARSON CITY
22NM

READ CLASS II NOTAMS

ARRIVALS WEST OF THE RENO RWY 16/34 LOCALIZER CONTACT RENO APPROACH CONTROL ON 119.2 MHz.

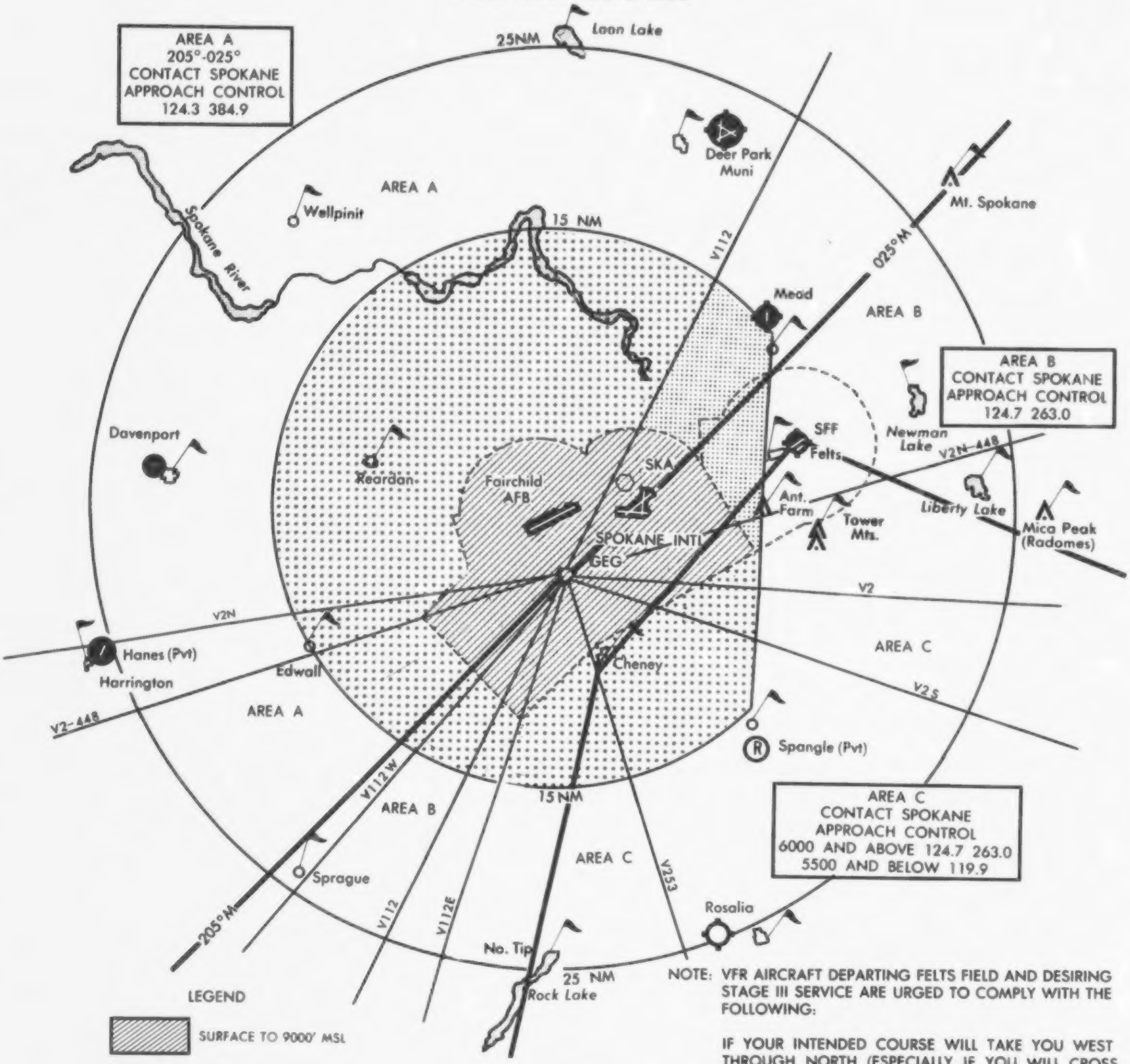
ARRIVALS EAST OF THE RENO RWY 16/34 LOCALIZER CONTACT RENO APPROACH CONTROL ON 120.8 MHz.

CLOSE FLIGHT PLAN RENO FSS 122.5 MHZ.

EXPECT DELAYS–PLAN YOUR FUEL

ADDITIONAL INFORMATION on REVERSE

SPOKANE, WASH., SPOKANE INTL AIRPORT
FIELD ELEV. 2372' MSL


AREA A
205°-025°
CONTACT SPOKANE
APPROACH CONTROL
124.3 384.9
25NM
Loon Lake
Deer Park
Muni
AREA A
Wellpinit
Spokane River
15 NM
V112
Mt. Spokane
025°M
Mead
AREA B
AREA B
CONTACT SPOKANE
APPROACH CONTROL
124.7 263.0
SFF
Felts
Newman
Lake
V2N-448
Davenport
Reardan
Fairchild
AFB
SKA
Ant.
Farm
Tower
Mts.
Liberty Lake
Mica Peak
(Radomes)
SPOKANE INTL
GEG
V2
V2N
Hanes (Pvt)
Harrington
Edwall
Cheney
AREA C
V2 S
V2-448
AREA A
Spangle (Pvt)
V112 W
15 NM
AREA B
AREA C
CONTACT SPOKANE
APPROACH CONTROL
6000 AND ABOVE 124.7 263.0
5500 AND BELOW 119.9
AREA C
V253
Sprague
Rosalia
205°M
V112
V112E
No. Tip
25 NM
Rock Lake

LEGEND

▨ SURFACE TO 9000' MSL

▒ 3500' TO 9000' MSL

⠿ 4000' TO 9000' MSL

☐ CALL UP AREA

VFR CHECK POINT

ATIS 127.8/269.9

NOTE: VFR AIRCRAFT DEPARTING FELTS FIELD AND DESIRING STAGE III SERVICE ARE URGED TO COMPLY WITH THE FOLLOWING:

IF YOUR INTENDED COURSE WILL TAKE YOU WEST THROUGH NORTH (ESPECIALLY IF YOU WILL CROSS THE RUNWAY 21 FINAL APPROACH COURSE AT SPOKANE INTL) USE 124.3/384.9.

IF YOUR INTENDED COURSE WILL TAKE YOU TOWARD THE VORTAC OR THE ANTENNAS USE 119.9/372.9. IF TRANSPONDER EQUIPPED SQUAWK 1200.

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

14 JUL 1980

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

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CLASS TWO NOTAMS

September 4, 1980

Next Issue
September 18, 1980

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

J.H.

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OFFSHORE SPECIAL AIRSPACE
See page Special—2
IFR ROUTES N.Y. METRO COMPLEX
See page Special—3
DENVER STAPLETON EXPANDED METERING
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EFAS FACILITIES
See page Special—5
LAKE TAHOE NOISE ABATEMENT PROCEDURES
See page Special—6
VOICE RESPONSE SYSTEM
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MYRTLE BEACH TERM
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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF AUGUST 21, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (AN ADDITIONAL FOUR WEEKS IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESSS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

America's Cup Races will be held off Newport, Rhode Island 9/11-9/26. Due to a large concentration of surface vessels expected to accompany the race, this area will be considered a congested area within the meaning of Federal Aviation Regulations. All fixed wing airplanes flying within the vicinity of the race at 41 20 north, 71 24 west will, therefore, comply with FAR 91.79B. Helicopters should maintain a minimum of 500 feet altitude and avoid any flight directly over racing yachts. It is recommended that traffic flow for airplanes be in a counter clockwise direction and clockwise direction for helicopters. (8/80)

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly clsd. (8/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

BURBANK-GLENDALE-PASADENA ARPT: Rwy 07-25 clsd until 10/24. (8/80)

LAKE HUGHES VORTAC: Until 4/1/81 Avoid flying below 3000 ft AGL over or near the California Condor nesting area located within 10 miles west (180-360) of the Lake Hughes VORTAC. (7/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80) Rwy 09-27 edge lgts and cntrln temply dsplcd either N or S & rwy width reduced to 150 ft vice 200 ft. Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. ATCT hrs 0500-2300 until 10/26. Arpt clsd B747/L500/C5A Rwy 27 MALS OTS until 10/26. (7/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 123.0. (9/80)

DENVER STAPLETON INTL ARPT: LOC BC Rwy 17R unusable. (8/80) LOC Rwy 35L OTS 9/22-9/26; LOC Rwy 26L OTS 9/8-9/12. (9/80)

CONNECTICUT

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 530 ft cranes 2.4 miles NW of arpt. Five lgtd 300 ft. cranes 1300 ft. west of AER 15. (7/80) Lgtd 274 ft crane 4000 ft west of arpt (8/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 17 VASI OTS 11-1/11-15. Rwy 35 VASI OTS 11-16/11-30. (8/80)

KEY WEST INTL ARPT: Unicom freq 122.95. (9/80)

MIAMI INTL ARPT: Rwy 12-30 clsd B747 tkoffs UFN. (4/80)

GEORGIA

VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 2200-0600 daily. (4/80)

POCATELLO MUNI ARPT: GLIDE slope Rwy 21 OTS 9/15-10/2. (9/80)

ILLINOIS

LITCHFIELD NDB "LTD" OTS until 10/24. (9/80)

INDIANA

GALVESTON ARPT: Arpt permly clsd. (8/80)

GREENFIELD POPE FIELD: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

LAPORTE MUNI ARPT: Freq. 135.2 decom. (9/80)

MICHIGAN CITY MUNI ARPT: Freq 135.2 decom. (9/80)

IOWA

ROCK RAPIDS: NDB "RBG" OTS until 9/18. (9/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

SIOUX CENTER: NDB "SOY" OTS until 9/18. (9/80)

KANSAS

KANSAS CITY FAIRFAX MUNI ARPT: Rwy 13-31 rwy lgts OTS & Rwy clsd UFN. (9/80)

WICHITA MID CONTINENT ARPT: ALS Rwy 19R OTS until 12/1. (9/80)

KENTUCKY

NO NOTICES THIS ISSUE

LOUISIANA

JONESBORO ARPT: Arpt clsd UFN. (7/80)

MAINE

NO NOTICES THIS ISSUE

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

CHESTER: VORTAC "CTR" OTS 9/4-9/24. (7/80)

MICHIGAN

SAGINAW HARRY BROWN ARPT: Rwy 05-23 clsd UFN. (8/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS indefly. (7/80)

TROY BIG BEVER APRT: Cranes w/100 ft booms operg 200 ft west & 150 ft south Rwy 18-36 Mon-Fri dawn til 2100. Booms lowered other hours. Rwy 18-36 clsd drng hours cranes are operg. (9/80)

MINNESOTA

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

MISSISSIPPI

RAYMOND JOHN BELL WILLIAMS ARPT: Rwy 05-23 and 17-35 permly clsd. (7/80)

MISSOURI

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

AINSWORTH MUNI ARPT: Rwy 04-22 clsd permly. (8/80)

CURTIS, CURTIS MUNI ARPT: Arpt clsd until 9/8. (8/80)

LINCOLN ARROW ARPT: Arpt permly clsd. (8/80)

RED CLOUD MUNI ARPT: Arpt clsd until 10/15. (8/80)

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL rwy 02-20 OTS. (1/80)

WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L clsd UFN. (7/80)

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 clsd indefly. (7/80)

WEST CREEK, EAGLES NEST ARPT: Arpt clsd indefly. (7/80)

NEW MEXICO

NO NOTICES THIS ISSUE

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

STATESVILLE MUNI ARPT: Unicom freq 123.0. (9/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 clsd nights indefly. (7/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 CLSD. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

DAYTON INTL ARPT: Rwy 06L-24R clsd; ALS & ILS Rwy 06L-24R OTS. (8/80) ILS Rwy 06L CAT 2 NA. (8/80)

OTTAWA: NDB "OWX" OTS until 9/19. (7/80) Unicom freq 122.7. (9/80)

STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)

TROY SKYPARK ARPT: Arpt clsd UFN. (7/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

YOUNGSTOWN MUNI ARPT: REILS Rwy 05 & 23 OTS UFN. (8/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

PRYOR CREEK PRYOR ARPT: VASIS Rwy 17 & 35 OTS indefly. (7/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

PENDLETON: Ctlz hrs 0600-2200 until 9/30. (7/80)

PENNSYLVANIA

BERWICK ARPT: Arpt clsd permly. (8/80)

COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; thr rwy 29 dsplcd 298 ft UFN. (8/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd indefly. (7/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL rwy 24 OTS indefly. (7/80)
POTTSVILLE SCHUYLKILL COUNTY ARPT: Arpt clsd nights; SW 900 ft Rwy 04-22 clsd UFN. (8/80) Rwy 11-29 clsd UFN. (9/80)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 clsd 2300-0600 excp Fri-Sat UFN. (8/80)

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

CHESTER MUNI ARPT: Rwy 17-35 clsd UFN. (4/80)

SOUTH DAKOTA

NO NOTICES THIS ISSUE

TENNESSEE

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS indefly. (7/80)
MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 clsd indefly. (7/80)

TEXAS

ARCHER CITY MUNI ARPT: Unicom freq 122.8. (9/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs; rwy 2 open days only UFN. (4/80)
BOGER HUTCHINSON COUNTY ARPT: Rwy 17-35 clsd until 11/1. (9/80)
COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)
HARLINGEN INDUSTRIAL AIRPARK: Rwy 17R-35L clsd UFN. (8/80)
LUBBOCK INT'L ARPT: Rwy lights rwy 08-26 OTS indefly excp High intst. (7/80)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
PECOS MUNI ARPT: Rwy 13-31 clsd;east 3200 ft Rwy 09-27 clsd. All Rwy lgts OTS UFN. (7/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

NO NOTICES THIS ISSUE

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights rwy 13-31 OTS indefly. (7/80)
HOPEWELL ARPT: Rwy 08-26 clsd indefly. (7/80)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd indefly. (5/78)
RICHMOND RICHARD EVELYN BYRD ARPT: Rwy 02-20 clsd until 10/15. (9/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of rwy 23 500 ft from end of rwy to 15 1/2 ft off end of rwy. (4/80) NE 800 ft Rwy 05-23 clsd. Arpt clsd nights. (7/80)

WISCONSIN

EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)
JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 clsd UFN. (9/80)

WYOMING

FORT BRIDGER MUNI ARPT: Rwys 04-22 & 16-34 clsd until 9/30. First 200 ft Rwy 24 clsd. (9/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
CA	Fresno Air Terminal	CS
IA	Clinton Muni	AS
KY	London-Corbin	A
KY	Paducah Barkley Regional	AS
LA	Lafayette Regional	B
ME	Auburn-Lewiston	L
ME	Norway Oxford	N
MI	Saginaw Tri-City	CS
MI	Flint Bishop	B
MI	Marquette County	AA
MI	Lansing Capital City	C
MO	Columbia Regional County	B A
MT	Missouga Johnson Bell	C
NH	Manchester	L
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
VT	Middlebury	N
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/1470 AUGUST 21, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC -------	NATIONAL FLIGHT DATA CENTER
9/103 ———	ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------	FLIGHT INFORMATION/TEMPORARY
FI/P ------	FLIGHT INFORMATION/PERMANENT
#----------	NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/623 FI/P /SPI/ CAPITAL/ SPRINGFIELD/ IL. HI-ILS/DME RWY 4 AMDT 1 /USAF/ TERMINAL ROUTES. CAP VORTAC /IAF/ LOC CRS /I-SPI/ 280/16 AND 16 DME ARC /CCW/CAP R-226 LR/ 2300 FT 16 DME ARC /SP/LOM/ CAP 9.5 DME 040/6.5 2300 FT/ MIN ALT /SP/LOM 2300 FT MIN GS INTCP 2300 FT GS ALT AT OM 2296 FT/ MM 824 FT/ GS ANGLE 3.0 TCH 56 FT. THIS IS AMDT 2.

FDC 0/867 FI/T /IKK/ GREATER KANKAKEE KANKAKEE IL. VOR RWY 4 AMDT 2 AND VOR RWY 22 AMDT 2 PROC DATA NOTE CHANGE UNICOM FREQ FOR OBTAINING KANKAKEE IL. ALSTG TO 123.0.

FDC 0/881 FI/T /PWK/ PAL-WAUKEE, CHICAGO/WHEELING/ IL. ILS RWY 16 AMDT 3 VOR RWY 16 AMDT 16 AND VOR/DME RWY 16 AMDT 2 CIRCLING MDAS CAT A B C. 1180 FT/HAA 533 FT. ADD TAKEOFF MINS RWYS 6R/6L 300 FT CEILING AND 1 MI VIS REQUIRED. ADD IFR DEPARTURE PROC RWY 12R 12L 16 AND 24L. CLIMB RWY HEADING TO 1000 FT BEFORE TURNING EAST.

FDC 0/1108 FI/P CORRECT US GOVT ENROUTE LOW ALT CHART L-23 PANEL A EFF 10 JULY 1980. EON VORTAC FREQ 113.2 AND CHANNEL 79 VICE 116.1 AND CHANNEL 108.

FDC 0/1142 FI/P /MLI/ QUAD-CITY MOLINE IL. RADAR-1 AMDT 3. RWY 30 FAF 5 MILES FROM THRESHOLD MINIMUM ALTITUDE AT 2 MILE RADAR FIX 1260 FINAL APPROACH COURSE 304 DEG. THIS IS RADAR-1 AMDT 4.

FDC 0/1232 FI/T /DEC /DECATUR, DECATUR IL. NDB RWY 6 AMDT 1 SI MINS ALL CATS NA.

#FDC 0/1376 FI/T /ORD/ CHICAGO-O HARE INTERNATIONAL CHICAGO IL. ILS RWY 9L AMDT 4 SI LOC RWY 9L MDA 1140 FT HAT 482 FT ALL CATS VIS CAT D RVR 5000. ILS RWY 9R AMDT 10 SI LOC RWY 9R MDA 1140 FT HAT 475 FT ALL CATS. NDB RWY 9R AMDT 12 SI MDA 1200 FT HAT 535 FT ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES.

MICHIGAN

FDC 0/533 FI/T/DET/DETROIT CITY DETROIT MI. ILS RWY 15 AMDT 1 AND NDB RWY 15 MISSED APCH CLIMB TO 3000 FT DIRECT LENTZ NDB AND HOLD SE RIGHT TURNS 326 DEG INBOUND. VOR RWY 33 AMDT 18 PROC NA.

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

FDC 0/1205 FI/P V-116 V-221 AMENDED AS FOLLOWS: V-116/221 CANCEL MOCA JACKSON MICH VORTAC TO SALEM MICH VORTAC.

FDC 0/1234 FI/P /CVX/CHARLEVOIX MUNI CHARLEVOIX, MI. NDB RWY 26 AMDT 6 CORRECT US GOVT CHART/AL-5907/PLAN VIEW BY CHANGING MISSED APPROACH TRACK TO INDICATE CLIMBING LEFT TURN.

#FDC 0/1381 FI/P /76D/ HURON COUNTY MEMORIAL BAD AXE MI. VOR RWY 21 AMDT 5 CORRECT US GOVT CHART/AL-5908 PLAN VIEW BY CHANGING MISSED APPROACH TRACK TO INDICATE CLIMBING LEFT TURN ALSO CHANGE MISSED APCH HOLDING TO HOLD NE LEFT TURNS 208 DEG INBOUND.

OHIO

#FDC 0/1391 FI/T /LUK/ CINCINNATI MUNI AIRPORT LUNKEN FIELD CINCINNATI OH ILS RWY 20L AMDT 9 SI MINIMUMS NA.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1331 FI/P /HYR/ HAYWARD MUNI HAYWARD WI. VOR RWY 2 AMDT 2 VOR RWY 20 AMDT 2. DELETE TERMINAL ROUTE GRASS INT TO HYR VOR. NDB RWY 20 AMDT 7 CORRECT COURSE AND DISTANCE TO GRASS INT TO SLY NDB 215/18.4. THIS IS VOR RWY2 AMDT3 VOR RWY 20 AMDT 3 AND NDB RWY 20 AMDT 8.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LCM FROM 2300 FT TO 2800 FT.

DISTRICT OF COLUMBIA

FDC 0/1065 FI/T /DCA/ WASHINGTON NATIONAL/ WASHINGTON/ D.C. ILS RWY 36 AMDT 30 CAT II NA. VOR RWY 15 AMDT 4 SI AND CIRCLING VIS CAT C 21/2 CAT D 23/4. ALTN MINIMUMS 900 23/4. DUAL VOR OR VOR/ DME MINIMUMS SI AND CIRCLING MDA 780/ HAT/HAA 765 ALL CATS. VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 23/4. VOR/ DME RWY 18 AMDT 4 SI RWY 18 MDA 780/ HAT 767 ALL CATS CIRCLING MDA 780 HAA 765 ALL CATS. SI AND CIRCLING VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. RADAR-1 AMDT 20 ASR RWY 15 MDA 780 HAT/HAA 765 ALL CATS VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. LDA RWY 18 AMDT 8 ALL SI AND CIRCLING VIS CAT C/D 3. ALTN MINIMUMS CAT C/D 1100-3. TAKEOFF MINIMUMS RWY 33/ 36 500-1 OR STANDARD WITH MINIMUM CLIMB OF 272 FT 1 NM TO 600 FT.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,V 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

#FDC 0/1427 FLIGHT RESTRICTION 1.5 NAUTICAL MILE RADIUS OF THE PATUXENT RIVER MD. /PXT/ VORTAC 110 DEGREE RADIAL AT 017 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. LASER BEAM OPERATIONS. LASER BEAM MAY POSSIBILY BE INJURIOUS TO PILOTS EYES IN FLIGHT WITHIN 6000 FEET OF LIGHT SOURCE. SALISBURY MD. /SBY/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES 8/18 THRU 10/20 1315-1515/1715-1915 DAILY.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

#FDC 0/1405 FI/P /AGC/ ALLEGHENY COUNTY PITTSBURGH PA. ILS RWY 9 ORIG REDESIGNATED ILS RWY 10 AMDT 1. ILS RWY 27 AMDT 23 REDESIGNATED ILS RWY 28 AMDT 24. TERMINAL ROUTE ALTITUDE MKP NDB TO MIFFY OM 2600 FT, MINIMUM ALTITUDE AT MIFFY OM 2600 FT. NDB RWY 9 AMDT 5 REDESIGNATED NDB RWY 10 AMDT 6. TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT. NDB RWY 27 AMDT 19 REDESIGNATED NDB RWY 28 AMDT 20. RNAV RWY 9 AMDT 3 REDESIGNATED RNAV RWY 10 AMDT 4. TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT, LEENO WAYPOINT TO 5 ALONG TRACK DISTANCE FROM MAWP CHANGE COURSE/ DISTANCE TO 097/3. VOR RWY 5 AMDT 8 TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT, NESTO INT TO AGC VORTAC CHANGE COURSE/DISTANCE TO 294/15.9. IFR TAKEOFF MINIMUMS: FAR 135 AUTHORIZATION RWY 28 RVR 2400 RWY 10 3/4 MILE.

FDC 0/1124 FI/T /CXY/ CAPITAL CITY HARRISBURG PA. VOR RWY 12 AMDT 13 PROC NA.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

ALS.

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CKRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

#FDC 0/1415 FLIGHT RESTRICTION 3 NAUTICAL MILE RADIUS OF THE BATON ROUGE LA. /BTR/ VORTAC 306 DEGREE RADIAL AT 021 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET ABOVE GROUND LEVEL. BATON ROUGE LA. /BTR/ IS COORDINATING FLIGHT SERVICE STATION.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/1224/ FI/P /CSM/CLINTON SHERMAN CLINTON OK ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THIS IS AMDT 2 AND 6.

#FDC 0/1364 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 6. ILS RWY 17R AMDT 2 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. IIS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1063 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX. ILS RWY 13 AMDT 4 REDESIGNATED ILS RWY 13R AMDT 5 VOR RWY 13/TAC/ AMDT 11 REDESIGNATED VOR RWY 13R/TAC/AMDT 12 VOR/DME 1 RWY 32 AMDT 9 REDESIGNATED VOR/DME 1 RWY 31L AMDT 10 VOR/DME 2 RWY 31 AMDT 1 REDESIGNATED VOR/DME 2 RWY 31L AMDT 2.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIUMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

#FDC 0/1375 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX LOC BC RWY 22 AMDT 19 DISREGARD GLIDE SLOPE INDICATIONS. THIS IS AMDT 20.

#FDC 0/1426 FI/T/SPS/SHEPPARD AFB/WICHITA FALLS MUNI. WICHITA FALLS TX. LOC BC RWY 15R AMDT 8 SI MDA 1400 FT/HAT 402 FT ALL CAT. SI VIS 1 1/4 MI CAT C. CIRCLING MDA 1400 FT/HAA 385 FT CAT A. CAT C S-LOC INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

#FDC 0/1443 FI/T /HSV/ HUNTSVILLE-MADISON COUNTY JETPORT-CARL T. JONES FIELD, HUNTSVILLE, AL. ILS RWY 36L ORIG STRAIGHT-IN ILS MINS NA. FLORIDA

FDC 0/41 FI/T (TPA) TAMPA INTERNATIONAL TAMPA FL. LOC BC RWY 36R AMDT 18 SI RWY 36R MDA 400 FT HAT 380 FT ALL CATS.

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/663 FI/T /ISM/ KISSIMMEE MUNI KISSIMMEE FL. VOR/DME-A AMDT 3 MINIMUM SAFE ALT 25 MI. ORL VORTAC 2800 FT. 2800 FT.

FDC 0/667 FI/T/X47/FLAGLER COUNTY BUNNELL FL. VOR/DME RWY 33 AMDT ORIG MINIMUM SAFE ALT 25 MI. OMN VORTAC 2800 FT.

FDC 0/1175 FI/T /PBI/ PALM BEACH INTERNATIONAL WEST PALM BEACH FL. ILS RWY 9L AMDT 16 NDB 9L AMDT 14 MSA PB 25 NM 2600.

FDC 0/1176 FI/T /PHK/ PALM BEACH COUNTY GLADES PAHOKEE FL. VOR RWY 17 AMDT 7 MSA PHK 25 NM 2600.

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1229 FI/P /SFB/ SANFORD, SANFORD, FL. ILS RWY 9 ORIG. CORRECT US GOVT CHART AI-917. SEMCO INT/OM DEFINED AS I-SND W CRS AND ORL VORTAC R-358.

#FDC 0/1277 FI/T /MAI/ MIAMI INTERNATIONAL MIAMA FL. RNAV RWY 9L AMDT 7 SI MDA 400 FT/HAT 391 FT ALL CATAGORIES.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

#FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

#FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. 2-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 2-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT AIL CATS.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES. NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L: CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

#FDC 0/1386 FI/T /AHN/ ATHENS MUNI ATHENS GA. VOR RWY 2 AMDT 7 VOR SI MDA 1220 FT ALL CATS.

#FDC 0/1417 FI/T /VDI/VIDALIA MUNI VIDALIA GA. NDB RWY 24 AMDT 3 NA.

#FDC 0/1438 FI/P /DNL/ DANIEL FIELD/ AUGUSTA/ GA. VOR-B AMDT 12 CORRECT US GOVT CHART AL-28 TERMINAL ROUTE 8 DME ARC TO AGS VORTAC ALT 2000 FT.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

NORTH CAROLINA

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/1260 FI/T/RWI/ROCKY MOUNT WILSON ROCKY MOUNT NC. LOC BC RWY 22 ORIG NA.

FDC 0/1348 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA. VOR RWY 13 AMDT 2 TERMINAL ROUTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT, 090-270 DEG 3200 FT. LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM BSY NDB 270-090 DEG 1900 FT. 090-270 DEG 3200 FT. LOCAL ALSTG NA.

#FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

#FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

#FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRLCING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

SOUTH CAROLINA

FDC 0/727 FI/T /MAO/ MARION COUNTY MARION SC. NDB RWY 4 ORIG. TERMINAL ROUTE TROCK INT TO MAO NDB ALT RAISED TO 3200.

TENNESSEE

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/567 FI/T /THA/ TULLAHOMA MUNI AIRPORT SOESBE-MARTIN FIELD TULLAHOMA TN. VOR RWY 32 AMDT 5 VOR/DME RWY 14 AMDT 2 SI MINS NA. CIRCLE TO RWY 18-36.

FDC 0/843 FI/T /HDI/ HARDWICK FIELD CLEVELAND TN. NDB RWY 3 ORIG SI AND CIRCLING MDA 1740 FT. HAA/HAT 866 FT CATS A/B/C. SI AND CIRCLING MINIMUMS CAT D NA. VIS CAT C 21/2 MI.

FDC 0/892 FI/T /TYS/ MCGHEE TYSON KNOXVILLE TN. ILS RWY 4L AMDT 2 SI ILS RWY 4L MINIMUMS NA.

FDC 0/893 FI/T /MEM/ MEMPHIS INTL MEMPHIS TN. ILS RWY 9 AMDT 22 SI ILS RWY 9 MINIMUMS NA.

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/467 FI/T /ACV/ ARCATA ARCATA-EUREKA CA ILS RWY 31 AMDT 23 ABETA LMM 4.2 NM FROM ACATA OM/0.4 NM FROM RWY THRESHOLD. ALT OVER

LMM 403 FT. NDB-A AMDT 4 ALTERNATE MINIMUMS NA.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1058 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. ILS RWY 12 AMDT 6 LOC BC-A AMDT 7 VOR-B AMDT 9 VOR RWY 12 AMDT 11 PROC NA WHEN SANTA MARIA CA ALSTG NOT

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1190 FI/P /HHR/ HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 4 ADD PRCC DATA NOTE: LOCALIZER UNUSABLE BEYOND 15 DEGREES NORTH OF LOCALIZER COURSE AND UNUSABLE LESS THAN 0.8 NM FROM THRESHOLD. MAP 6.2 NM AFTER PASSING HASHY INT. DISTANCE FAF TO MAP 6.2 NM. THIS IS AMDT 5. AVAILABLE.

FDC 0/1219 FI/P/ONT/ ONTARIO INTERNATIONAL ONTARIO CA. ILS RWY 25R AMDT 30 FONTA LOM/INT CHANGED TO FONTA OM/INT. MSA PDZ VORTAC 020-110 9000. 110-200 6800. 200-290 6500. 290-020 11100. THIS IS AMDT 31.

FDC 0/1220 FI/P/ONT/ONTARIO INTERNATIONAL ONTARIO CA. NDB RWY 25R AMDT 29 PROC CANCELLED.

FDC 0/1253 FLIGHT RESTRICTION 2 NAUTICAL MILE RADIUS OF THE PALM SPRINGS CA. /PSP/ VORTAC 239 DEGREE RADIAL AT 008 NAUTICAL MILES. PURSANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 6000 FEET ABOVE GROUND LEVEL. THERMAL CA. /TRM/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES - SUNRISE TO SUNSET DAILY.

#FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

#FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

#FDC 0/1441 FLIGHT RESTRICTION 10 NAUTICAL MILE RADIUS OF THE /RDD/ VORTAC 095 DEGREE RADIAL AT 075 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 FEET MEAN SEA LEVEL. RED BLUFF CA. /RBL/ IS CCORDINATING FLIGHT SERVICE STATION.

#FDC 0/1470 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE FRESNO CA. /FAT/ VOR 076 DEGREE RADIAL AT 046 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 12000 FEET MEAN SEA LEVEL. FRESNO CA. /FAT/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (051) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, COLORADO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/802 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. RWYS 7L/25R AND 7R/25L REDESIGNATED 8L/26R AND 8R/26L. FOLLOWING SIAPS REDESIGNATED NDB RWY 7L AMDT 13 TO NDB RWY 8L AMDT 13 NDB RWY 25R AMDT 10 TO NDB RWY 26R AMDT 10 ILS RWY 7L AMDT 16 TO ILS RWY 8L AMDT 16 ILS RWY 25R AMDT 6 TO ILS RWY 26R AMDT 6 VOR RWY 25R /TAC/ AMDT 21 TO VOR RWY 26R /TAC/ AMDT 21. IFR DEP PROCS TKOF MINS RWYS 8L-R/26L-R/12/17/30/35 STANDARD. FAR 135 AUTH 1/2 MI RWY 8L AND 3/4 MI RWY 26R.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDAS 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1109 FI/T /FCS/ BUTTS AAF FORT CARSON CO. VOR RWY 31 ORIG NA. RADAR-1 AMDT 3 LOST COMMUNICATIONS CLIMB TO 9000 DIRECT TO COS VORTAC AND R-140 TO HANKO INT. EXECUTE ILS RWY 35 APPROACH TO COLORADO SPRINGS CO.

FDC 0/1194 FI/P V8S/V-220 AKRON COLORADO VOR TO PASSE INT NEBRASKA MEA 6400 MOCA 5600. V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

#FDC 0/1368 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. RNAV RWY 33 AMDT 2 SI VIS 1 MILE CAT D. ADD NOTE; CAT D S-33 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3.

#FDC 0/1369 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 ORIG MISSED APPROACH: CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 VIA R-248 TO GLL VORTAC. THIS IS AMDT 1.

FDC 9/1321 FI/T (PUB) PUEBLO MEMORIAL PUEBLO CO. VOR RWY 26R (TAC) AMDT 21. MINIMUM ALT AT PUB VORTAC 6300 FT WHEN CONTROL ZONE NOT IN EFFECT. DELETE SI MINIMUMS FOR COLORADO SPRINGS CO. ALTIMETER SETTING MINIMA AND CHANGE CIRCLING MDA TO 6300 FT HAA TO 1574 FT ALL CATS.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1225 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE MORMON MESA NV. /MMM/ VORTAC 300 DEGREE RADIAL AT 015 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 12000 FEET ABOVE GROUND LEVEL. LAS VEGAS NV. /LAS/ IS COORDINATING FLIGHT SERVICE STATION.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVIALABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

NORTH CENTRAL

IOWA

FDC 0/692 FI/T /K30/ IOWA FALLS MUNI IOWA FALLS IA. NDB RWY 31 ORIG ALL SI AND CIRCLING MDA 1800 FT HAT/HAA 664 FT. SI AND CIRCLING VIS CAT C 13/4 MILES CAT D 2 MILES.

FDC 0/1126 FI/T /MUT/ MUSCATINE MUNI MUSCATINE IA. VOR/DME-A AMDT 3 CIRCLING MDA CATS A/B 1120 FT HAA 574 FT.

FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

#FDC 0/1387 FI/P /SPW/ SPENCER MUNI SPENCER IA. NDB RWY 29 AMDT 4 REDESIGNATED

NDB RWY 30 AMDT 5. VOR RWY 29 AMDT 4 REDESIGNATED VOR RWY 30 AMDT 5. VOR RWY 11 AMDT 4 REDESIGNATED VOR RWY 12 AMDT 5.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/625 FI/T /FOE/ FORBES FIELD TOPEKA KS. VOR/DME OR TACAN RWY 21 AMDT 3. SI MDA 1400 FT HAT 353 FT ALL CATS.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/821 FI/T FOLLOWING AIRWAYS NA FROM 0400Z to 1100Z V4 HLC VORTAC TO SLN VORTAC V73 HUT VORTAC TO SLN VORTAC V73E ICT VORTAC TO SLN VORTAC. MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400Z-1100Z. V10N/V132 STEAL INT TO HUT VORTAC 4500 V4N/V261 CHARI INT TO MHK VOR 5000. V132 CASSO INT TO CNU VOR 5000. V77/V280 HEYDN INT TO TOP VORTAC 4500.

FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWYN 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/655 FI/T /DLH/ DULUTH MUNI DULUTH MN. RADAR-1 AMDT 14 PAR RWY 9 NA.

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/711 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE SPRINGFIELD MO. /SGF/ VORTAC 220 DEGREE RADIAL AT 033 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGUALATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 ABOVE GROUND LEVEL SPRINGFIELD MO. IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE 1300 MAY 19, 1980.

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FDC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

FDC 0/1044 FI/T /JLN/ JOPLIN MUNI, JOPLIN MO. NDB RWY 13, AMDT. 20 AND ILS RWY 13, AMDT. 18: TERMINAL ROUTE EOS VORTAC TO LUMMS LOM MEA 3100 VICE 3000.

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TEMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA 25NMR DMO NDB 2700 FEET.

#FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH: CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1010 FI/T /OFK/ KARL STEFAN MEMORIAL, NORFOLK, NE. LOC RWY 1 AMDT 2 MISSED APPROACH CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3400 VIA HEADING 145 AND I-OFK SOUTH COURSE TO SLAYS INT AND HCLD SOUTH RIGHT TURN 011 INBOUND.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

SOUTH DAKOTA

FDC 0/178 FI/T /FSD/JOE FOSS FIELD, SIOUX FALLS, SD. ILS RWY 3 AMDT 20. CHANGE MAREY INT TO MAREY INT/RADAR AND LOC/VOR MINIMA TO LOC/VOR OR RADAR MINIMA.

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

NORTHWEST

#FDC 0/1432 FI/P/ REFERENCE NOS US GOVT CHART CIVIL INSTRUMENT APPROACH PROCEDURES NORTHWEST VOL 1 EFFECTIVE 7 AUG 1980 PAGE XIX ALTERNATE DATA FOR THIS PAGE IS INCORRECT. THE MISSING DATA WILL BE PUBLISHED AS A SEPARATE LOOSE-LEAF PAGE INCLUDING THE ALTERNATE DATA FOR THE FOLLOWING AIRPORTS BAKER MUNI, BAKER,OR; BELLINGHAM INTL, BELLINGHAM, WA; BERT MOONEY, BUTTE, MT; BILLINGS LOGAN INTL, BILLINGS, MT; BOEING FIELD-KING COUNTY INTL, SEATTLE, WA; BOISE AIR TERMINAL, BOISE, ID; BOWERMAN FLD, HOQUIAM, WA; CHEYENNE MUNI, CHEYENNE, WY; CLATSOP COUNTY, ASTORIA, OR; CODY ARPT, CODY, WY; DAWSON COMMUNITY, GLENDIVE, MT; DILLION ARPT, DILLON, MT. EPHRATA MUNI, EPHRATA, WA; FELTS FLD, SPOKANE, WA; GILLETTE CAMPBELL COUNTY, GILLETTE, WY; GLACIER PARK INT, KALISPELL, MT; GRANT COUNTY, MOSES LAKE, WA. USERS SHOULD RETAIN THEIR NORTHWEST VOL 1 DATED EFFECTIVE 12 JUN 1980 UNTIL LOOSELEAF REPLACEMENT PAGE IS RECIEVED OR CONTACT THEIR LOCAL FSS, ATCT, ARTCC FOR THE ABOVE ARPTS LISTED.

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BCUND V2S/86 8100.

#FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

#FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCEDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPCIIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1012 FI/T /PDT/ PENDLETON MUNICIPAL, PENDELTON, OR. VOR RWY 7L, AMDT 13, AND ILS RWY 25R, AMDT 20, REDESIGNATED VOR RWY 7, AMDT 13, AND ILS RWY 25, AMDT 20.

FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

#FDC 0/1421 FI/T /AST/ CLATSOP COUNTY ASTORIA OR. VOR RWY 7 AMDT 9 AND VOR RWY 13 AMDT 12 ALTN MINS NA.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

#FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1129 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WASHINGTON. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

#FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

#FDC 0/1462 FI/T /PWT/ KITSAP COUNTY BREMERTON WA. LOC BC RWY 1 AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT. WYOMING

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN PORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/680 FI/T /FAI/ FAIRBANKS INTERNATIONAL FAIRBANKS AK. LOC BC RWY 1L AMDT 13 CAT A CIRCLING MDA 840 FT HAA R06 FT.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION OF SOME CHARTS IN UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/728 FI/P /HOM/ HOMER HOMER AK. LOC/DME RWY 3 AMDT 5. CORRECT US GOVT CHART AL-1236 BY CHANGING PROCEDURE TURN BARB TO READ 256 DEG OUTBOUND AND 076 DEG INBND.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1040 FI/P/SCC/DEADHORSE DEADHORSE AK. LOC/DME BC RWY 22 AMDT 2 SI MDA 480 FT HAT 423 FT ALL CATS VIS CAT C 3/4 MILE CAT D VIS INCREASED 1/4 MILE FOR INOP MALSR. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 480 FT HAA 423 FT. VOR RWY 22 AMDT 2 SI MDA 520 FT HAT 463 FT ALL CATS CAT C 3/4 MIL1. DELETE PROCEDURAL DATA/NOTE INOP TABLE DOES NOT APPLY TO CAT D. CIRCLING MDA CAT A 520 FT HAA 463 FT. THIS IS LOC/DME BC RWY 22 AMDT 3 AND VOR RWY 22 AMDT 3.

#FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA—KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

GENERAL

FDC 0/309 FI/T EFFECTIVE IMMEDIATELY V-218 RFD VORTAC TO UKN VORTAC MEA IS 5000 FEET.

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. CCSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L—20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/554 OMEGA STATION /F/ ARGENTINA EFFECTIVE 211130 WILL COMMENCE TRANSMITTING ITS UNIQUE FREQUENCY 12.9 KHZ.

*FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

SHENANDOAH VALLEY AIRPORT AUTOMATIC WEATHER SYSTEM OPERATIONAL

SHENANDOAH VALLEY AIRPORT—AUTOMATIC WEATHER SYSTEM OPERATIONAL: (A) The first automatic weather observing and reporting system to meet FAA performance and installation requirements is now operational at Shenandoah Valley Airport (SHD), Staunton, Virginia.

(B) The "Weather-Check V," designed and produced by Artais Incorporated of Columbus, Ohio, received FAA system approval in August and installation approval at SHD in January. The system consists of sensors which constantly measure temperature, dewpoint, wind and pressure. These elements, as well as manually entered NOTAM data, are processed into an automatic voice which is transmitted every minute over the Staut NDB, "SH" on 375 khz (and also available by telephone, area code 703, 234-9345). The system thus continually reports real-time weather data directly to the pilot.

(C) The following is an example of the voice message: "Shenandoah Valley Airport, time one two three four Greenwich, temperature five two, dewpoint four seven, wind two six zero at one five gusting two four, altimeter two nine nine seven, NOTAMs missing." If any data is either unavailable or invalid (as determined by the machine's internal verification processes), it is reported as "missing."

(D) "Weather-Check V" information received over the SH NDB may be used for VFR and IFR operations. As indicated on the instrument approach charts, the altimeter setting may be used for the conduct of actual IFR approaches to the airport. (Should the altimeter setting be not received and/or reported "missing," the designated remote altimeter source and associated higher approach minimums would apply.)

(E)Throughout the 1980's, additional Weather-Check sites and additional weather elements (such as visibility). are expected.

OFFSHORE SPECIAL USE AIRSPACE

The following offshore ATC assigned airspace is being designated to contain a high volume of nonhazardous military activity.

TROJAN A—Control Route 1149 east of 74° 36′ W, surface to FL230; Time Used—Continuous, Contact Washington Center 128.15/306.9.

TROJAN B—Control Route 1149 east of 74° 36′ W, FL230 to unlimited; Time Used—Continuous, Contact Washington 132.55/279.6.

TROJAN C—Control Route 1181 surface to FL230; Time Used — Continuous, Contact Washington Center 123.85/323.0.

IFR ROUTES FROM NEW YORK METROPOLITAN COMPLEX

THE FOLLOWING RECOMMENDED IFR ROUTES FROM THE NEW YORK METROPOLITAN COMPLEX AND POINTS SOUTH, TO SATELLITE AIRPORTS IN THE BOSTON TERMINAL AREA IN EFFECT BEGINNING MAY 15, 1980, FOR A PERIOD OF SIX MONTHS:

TO: HANSCOM FIELD (BED), MINUTEMAN (6B6), TEW-MAC (B09), LAWRENCE (LWM), BEVERLY (BVY), HAVERHILL (8B6) AND PLUM ISLAND (2B2).

FROM: NEW YORK METROPOLITAN AREA.

OVER: MADISON VORTAC OR HARTFORD VORTAC.

VIA: HFD.V99 LOBBY direct.

FROM: SOUTH OF THE NEW YORK METROPOLITAN AREA.

OVER: HAMPTON VORTAC.

VIA: V308.PUT.V292.LOBBY direct.

DENVER STAPLETON EXPANDED METERING

WHEN ARRIVAL DELAYS AT DENVER STAPLETON ARE PROJECTED TO BE THIRTY MINUTES OR MORE AND EXPECTED TO INCREASE, DENVER ARTCC MAY IMPLEMENT A PROGRAM CALLED "EXPANDED METERING." THIS PROGRAM WILL OFFER GROUND DELAYS IN LIEU OF AIRBORNE DELAYS FOR NOTSTOP FLIGHTS FROM ABQ AND AMA (ABQ ARTCC's AIRSPACE); BIL, COD, JAC, RIW, RKS, RWL AND SLC (SLC ARTCC's AIRSPACE): AND LNK, OMA, FSD AND SUX (MSP ARTCC's AIRSPACE) PROVIDED THE AIRCRAFT IS WITHIN 75 MINUTES FLYING TIME TO DENVER STAPLETON. ALL BUT APPROXIMATELY 10 MINUTES OF THE TOTAL NECESSARY DELAY WILL BE AUTHORIZED ON THE GROUND.

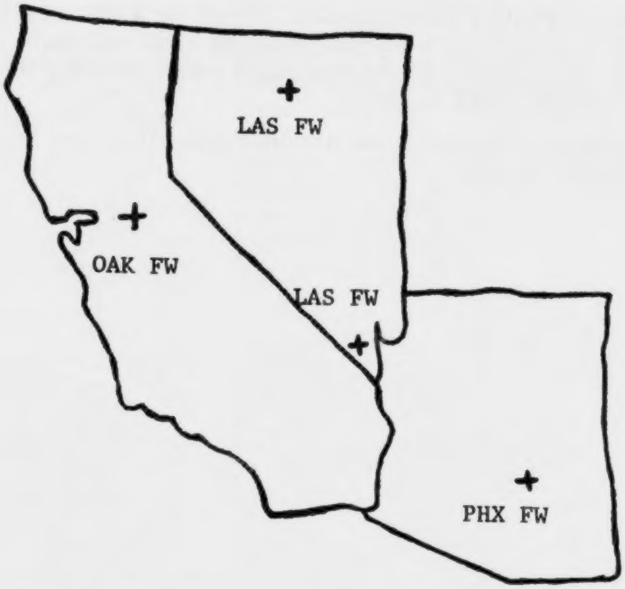
TO PARTICIPATE IN THIS PROGRAM, CONTACT THE APPROPRIATE AIR TRAFFIC CONTROL CENTER, FLIGHT SERVICE STATION OR AIRPORT TRAFFIC CONTROL TOWER WITH AN ACCURATE PROPOSED DEPARTURE TIME AND AN ESTIMATED TIME EN ROUTE. PILOTS SHOULD REQUEST TO ABSORB THE DELAY ON THE GROUND. A SUGGESTED DEPARTURE TIME WILL BE ISSUED AND MUST BE MET WITHIN PLUS OR MINUS FIVE MINUTES.

AIRCRAFT PROPOSING FLIGHT TO DENVER STAPLETON FROM AIRPORTS OUTSIDE DENVER ARTCC's AIRSPACE MAY LAND AT ANY OF THE AIRPORTS LISTED ABOVE TO BE INCLUDED IN EXPANDED METERING.

EXPANDED METERING IS NOT AVAILABLE FROM AIRPORTS WITHIN KANSAS CITY ARTCC's AREA AT THIS TIME.

Commencing in July 1980, the Federal Aviation Administration, Western Region, will conduct a six month evaluation of the suitability of high altitude, Flight Level 180 and above, En Route Flight Advisory Service communication outlets. All facilities will transmit and receive on frequency 134.825 MHZ. The chart, below, shows the approximate location of the outlets and the flight watch facility that provides the service. The outlets are as follows:

Flight Watch Facility	Location of Antennas
Oakland FSS	Angels Camp, California
Las Vegas FSS	Battle Mountain, Nevada
	Good Springs, Nevada
Phoenix FSS	Mt. Humbolt, Arizona



Check NOTAMs for the actual date of Commissioning of outlets. User comments regarding the effectiveness of this service are solicited.

Telephone comments to any of the participating Flight Watch Facilities or mail comments to:

Department of Transportation
Federal Aviation Administration
Western Regional Headquarters
P.O. Box 92007
World Way Postal Center
Los Angeles, California 90009
Attention: AWE-540

NOISE ABATEMENT PROCEDURES—LAKE TAHOE AIRPORT

PROCEDURE: Normal departure for Runway 18 is a wide left downwind departure. It is requested that your left crosswind turn not be made until reaching the south airport boundary and/or a minimum altitude of 7,000 feet MSL. If you do not have sufficient altitude after takeoff to initiate your crosswind turn to a downwind departure with safety, maintain proper airspeed and continue straight out. Approximately 1½ miles south of the airport there is a large cleared area (golf course) to the right where you may circle to gain altitude, be sure to advise the tower of your intentions. Later, report leaving the golf course and state direction of climb. Do not fly west of the golf course itself as downdrafts may be encountered close to the mountains.

Large and high performance aircraft may, if desired, depart Runway 18 into right traffic, west of the airport, and depart on a 340° heading over the lake.

PROCEDURE: Aircraft departing on Runway 36 will upon passing the departure end of the runway turn left to approximately a heading of 340° to follow the meadow. It is requested that aircraft climb and remain over the meadow until reaching 7,500′ MSL or the lake shore before changing course.

This information will be provided through the FBO and published in the AFD. This does not apply to aircraft remaining in the east traffic pattern except that the crosswind turn will not be initiated prior to reaching the end of the runway and at 6,800′ MSL or above.

For further information see Airport/Facility Directory, Southwest U.S., effective July 10, 1980.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

The Alert Weather Watch (AWW) and Convective SIGMET (WST) reports has been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington & Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, porcede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S–"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P–Y; # #

S–"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S–"Do you want hourly surface observations, answer yes or no?"

P–Y; # #

S–reads hourlys for PIT and ILG

S–"Do you Want Terminal Forecasts, answer yes or no?"

P–Y; # #

S–reads forecasts for PIT and ILG

S–"Do you want Winds Aloft Forecasts, answer yes or no?"

P–Y; # #

S–"How many hours from now? maximum is 30"

P–6; # #

S–"Six"

S–"At what altitude?"

P–85; # # (or 8500; # #)

S–"eight five"

S–reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S–"Do you want more information, answer yes or no?"

P–Y; # #

S–"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

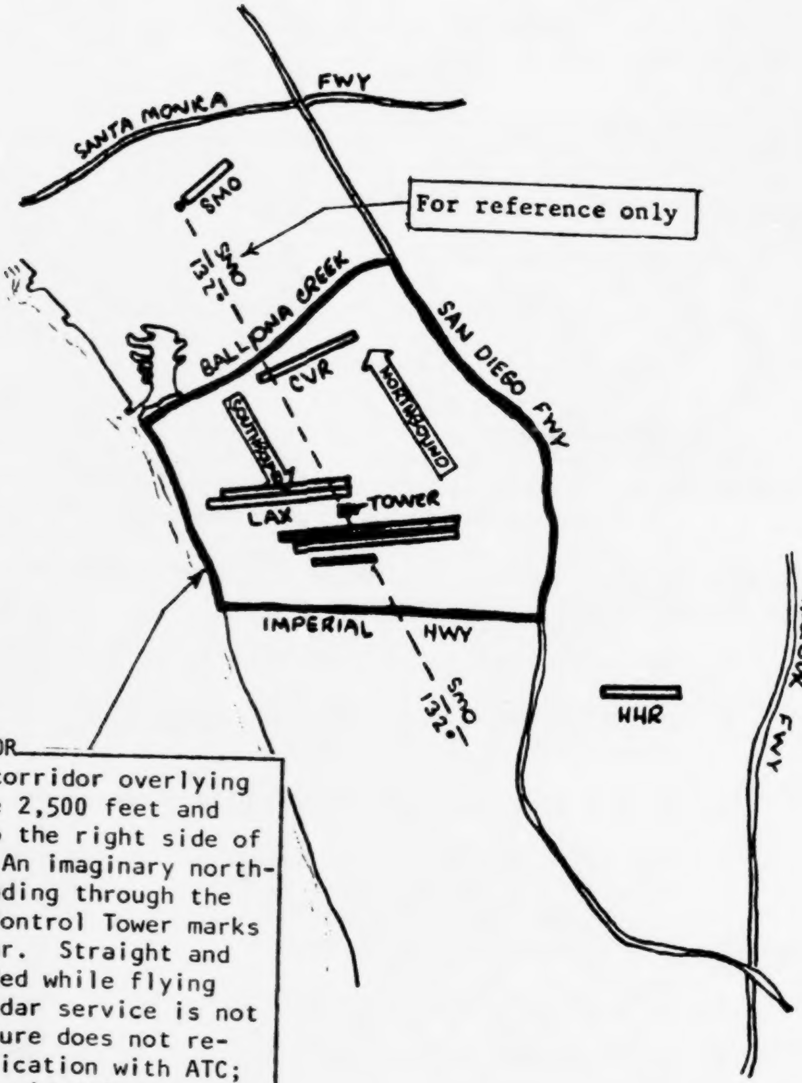
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
SMO 312°
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132°
HHR
HARBOR FWY

For reference only

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

NOTICES TO AIRMEN

RENO, NEVADA

SPECIAL AIR TRAFFIC PROCEDURES--RENO'S CANNON INTERNATIONAL AIRPORT

September 11 through September 14, 1980

The Federal Aviation Administration has established the following special airport traffic control procedures to be used at Reno's Cannon International Airport during the National Championship Air Races.

RENO/STEAD AIRPORT

Reno/Stead Airport is closed to non-contestant aircraft beginning at 1800 PDT, September 7 through 1800, PDT, September 14, 1980. Check NOTAMS for additional restrictions.

ARRIVAL AND DEPARTURE DELAYS

Possible one-hour arrival delays may be expected Friday evening, Saturday and Sunday mornings. Expect arrival and departure delays after 1500 PDT Sunday. NO DELAYS DAILY between 2100 PDT and 0800 PDT. Plan your fuel.

ATIS AVAILABLE ON 125.8 MHz

VFR ARRIVAL PROCEDURES

Effective 1200 PDT, September 11 through 2100, September 14, 1980.

Except to land or take-off, or as authorized by ATC, no aircraft shall be permitted to operate within the Reno Terminal Radar Service Area (TRSA) or within five miles of Reno's Cannon International Airport below 10,000 MSL. Pilots landing at Reno contact Approach Control at least 20 miles out.

DO NOT ENTER the airport traffic area until advised to do so by Approach Control. Simultaneous landings will be made on Runways 16 and 25, wind and aircraft types permitting. Each runway will be controlled by a separate tower frequency. PAY PARTICULAR ATTENTION TO THE TOWER FREQUENCY ASSIGNED BY APPROACH CONTROL.

IFR DEPARTURE PROCEDURES

Effective Sunday evening and Monday morning, September 14 and 15, 1980.

IT IS ESSENTIAL that pilots departing Reno obtain information from ATIS prior to leaving the parking area. Additional blanket instructions will be broadcast on Ground Control. When number one for departure, a spotter will provide tower your aircraft identification. Monitor the correct tower frequency move up if required, but hold short of the runway. Tower will issue departure clearances as traffic permits.

NOTE: Monitor ATIS 125.8 for arrival and departure information. Close Flight Plans with Reno FSS on 122.5.

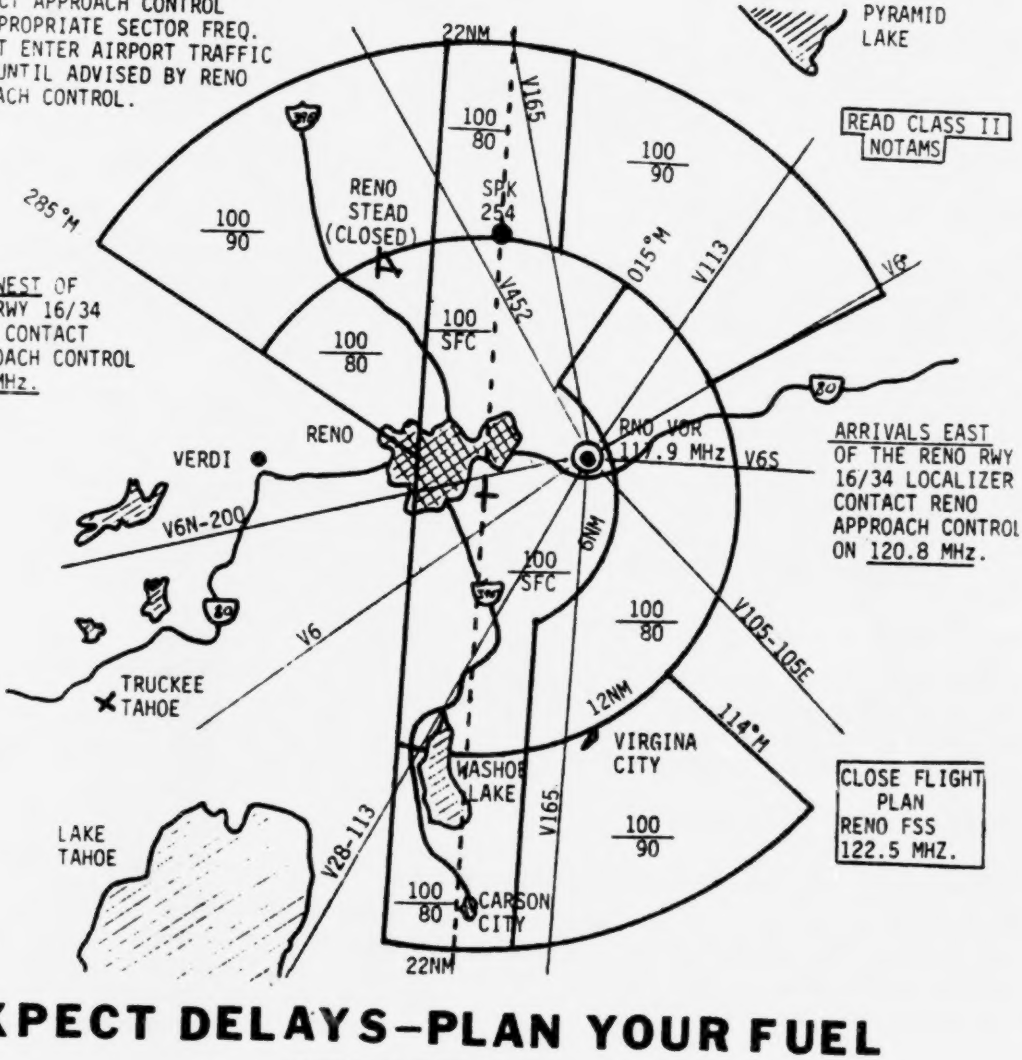
Special-12

RENO NATIONAL CHAMPIONSHIP
AIR RACES
SEPT. 11 THRU SEPT. 14, 1980

SPECIAL AIR TRAFFIC PROCEDURES DURING AIR RACES

1. BE FAMILIAR WITH STAGE III PROCEDURES.
2. LISTEN TO ATIS 125.8 MHz FOR SPECIFIC INSTRUCTIONS.
3. CONTACT APPROACH CONTROL ON APPROPRIATE SECTOR FREQ.
4. DO NOT ENTER AIRPORT TRAFFIC AREA UNTIL ADVISED BY RENO APPROACH CONTROL.

LISTEN TO ATIS
125.8 MHz


PYRAMID LAKE
22NM
V165
100/80
100/90
285°M
100/90
RENO STEAD (CLOSED)
SPK 254
015°M
V113
V6
V452
100/SFC
100/80
80
RENO
VERDI
RNO VOR 117.9 MHz
V6S
V6N-200
6NM
100/SFC
80
100/80
V105-105E
V6
TRUCKEE TAHOE
12NM
114°M
VIRGINA CITY
WASHOE LAKE
V165
100/90
LAKE TAHOE
V28-113
100/80
CARSON CITY
22NM

READ CLASS II NOTAMS

ARRIVALS WEST OF THE RENO RWY 16/34 LOCALIZER CONTACT RENO APPROACH CONTROL ON 119.2 MHz.

ARRIVALS EAST OF THE RENO RWY 16/34 LOCALIZER CONTACT RENO APPROACH CONTROL ON 120.8 MHz.

CLOSE FLIGHT PLAN RENO FSS 122.5 MHZ.

EXPECT DELAYS-PLAN YOUR FUEL

ADDITIONAL INFORMATION on REVERSE

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE EAA NATIONAL CONVENTION FLY-IN AT TULLAHOMA MUNICIPAL AIRPORT TULLAHOMA, TENNESSEE, OCTOBER 1-5, 1980

Due to the heavy volume of traffic generated by the National Convention Fly-In of the Experimental Aircraft Association, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Tullahoma Municipal Airport, Tullahoma, Tennessee from October 1 through October 5, 1980. Pilots are cautioned to be extremely alert for a high volume of VFR traffic and nonradio equipped aircraft operating in the vicinity of Tullahoma. Peak traffic is expected from mid-morning until sundown daily.

TULLAHOMA MUNICIPAL AIRPORT WILL BE CLOSED TO ALL ITINERANT OPERATIONS FROM 3 PM TO 5 PM CENTRAL DAYLIGHT TIME, DAILY DURING THE FLY-IN. Arrival delays of up to one hour can be expected daily between 5 p.m. and 7 p.m. due to a large number of departures from Tullahoma Municipal Airport during this time.

Student training flights are highly discouraged during this event. This includes student solo cross-country flights, touch and go landings, low approaches and practice instrument approaches.

CONTROL TOWER: The Tullahoma Temporary Control Tower will operate 12 hours per day during the EAA National Convention Fly-In, between 7 a.m. and 7 p.m. CDT. Primary frequencies are: ATIS 121.3; Tower 120.1; Local Tower 119.6; Ground Control 121.8.

VFR ARRIVALS: All inbound aircraft monitor the Tullahoma ATIS on 121.3 MHz when 20-30 miles from Tullahoma. The Tullahoma VFR Arrivals Procedures (SEE GRAPHIC) will be used at all times. Aircraft inbound to Tullahoma from 360° through 179° enter a Manchester Transition over the City of Manchester, Tennessee. Proceed westbound heading 270° toward Normandy Lake and monitor Tullahoma Tower on 120.1. Aircraft inbound to Tullahoma from 180° through 359°, enter a Shelbyville Transition over the City of Shelbyville, Tennessee. Proceed eastbound heading 080°toward Normandy Lake and monitor Tullahoma Tower on 120.1.

When traffic volume exceeds the airport acceptance rate, VFR holding will be issued approaching Normandy Dam. Aircraft on a Shelbyville Transition will be instructed to hold north of the Normandy Dam, left turns. (SEE GRAPHIC). Aircraft on a Manchester Transition will be instructed to hold southeast of Normandy Dam, left turns. (SEE GRAPHIC). Controllers at Normandy Dam will issue holding instructions or clearance to proceed to the airport DO NOT PROCEED PAST NORMANDY DAM WITHOUT ATC CLEARANCE.

Two altitude patterns will be available. On the Manchester Transition, one pattern will be at 2100 feet MSL for traffic up to one hundred ten miles per hour, and the other at 3100 MSL for those who need one hundred thirty miles per hour. On the Shelbyville Transition, one pattern will be at 2600 feet MSL for traffic up to one hundred ten miles per hour, and the other at 3600 feet MSL for traffic needing one hundred thirty miles per hour. Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so. Arrival controllers will provide sequencing and routing using your aircraft color and type as you approach Normandy Lake Dam. All aircraft must be in trail passing Normandy Dam. Straight in landing Runway 18 or left traffic to Runway 36 will be used. When Runway 36 is the active runway expect clearance to depart Normandy Dam heading 210° until over the railroad tracks and then turn left heading 180° for left downwind Runway 36 maintain an altitude of at least 2100 MSL until abeam the approach end of Runway 36. This will insure 500 ft. above the Fly By traffic which will be operating east to west at and below 1600 MSL northwest of the approach end of Runway 36. Contact Tullahoma Tower on 119.6 MHz when turning downwind heading 180°. Also, be alert for gyrocraft and hang gliders operating from the grass strip at the southwest corner of the airport. Runway 06/24 will be closed. Runway 14/32 will be closed to itinerant traffic during the entire period except daily for departures only between 5 p.m. and 7p.m. CDT. Fly By pattern traffic will be utilizing Runway 14/32 daily. The pilot must have obtained a current local briefing and proper credentials before permitted to use Runway 14/32.

Landing clearance will be issued by Tullahoma Tower located at the Parish Aerodrome, west of the approach end of Runway 36 on 119.6 MHz. All landing traffic should be alert for possible radio or light signal wave-off from Tullahoma Tower or hand signals from controllers near the approach end of the runway in use. After landing, turn into the grass area as soon as possible, in the direction indicated by controllers and flagmen. Expeditious clearing of the runway is necessary due to continuous flow of arriving and departing traffic behind you.

NONRADIO EQUIPPED AIRCRAFT ARRIVALS: Nonradio equipped aircraft arriving at the EAA National Convention Fly-In shall follow the Tullahoma VFR

Arrival Procedures (SEE GRAPHIC). Enter the appropriate Transition and if other aircraft are sighted, find an aircraft to follow to the airport and REMAIN IN TRAIL. Land only on Runway 18 or 36. Watch the Tower located on the west side of the airport just west of the approach end of runway 36 for a light. After landing turn into the grass area as soon as possible, in the direction indicated by controllers and flagmen. If you receive a red light from the tower or hand signals from controllers near the approach end of the landing runway, nonradio equipped aircraft are to leave the traffic pattern and reenter over Normandy Dam.

If there is any possibility that you might be coming to the EAA National Convention Fly-In in an aircraft without a radio, it is important that you place your name, aircraft type, identification number, address, ETA and the word NON-RADIO on a postcard and mail it to Nashville ATC Tower, Nashville Metropolitan Airport, Nashville, Tennessee, 37217. The receipt of the card will validate your authorization to operate without a radio while the temporary ATC Tower is in operation. The card also indicates that you have read and understand the above procedures. It is suggested that you sign and fill in the following and carry this "Non-Radio Equipped" procedure page with you while exercising this authorization.

______________	______________	______________
Pilots Singature	Date Card Mailed	Aircraft Identification

Because of the temporary nature of the Control Tower, considerable delay may be encountered getting authorization to operate without a radio, by telephone.

VFR DEPARTURES: Before taxiing, monitor Tullahoma ATIS on 121.3 for taxi information. Contact Ground Control on 121.8 MHz for taxi instructions prior to entering any taxiway.

EXCEPTION: Aircraft parked in the grass EAA parking area should follow signs and flagmen to the runway. Radio equipped aircraft from this area should monitor Ground Control on 121.8 MHz while taxiing and "contact" Ground Control "only" if you need further information. To maximum extent feasible, from 7 a.m. CDT to 3 p.m. CDT Runways 18 or 36 will be used for itinerant departures. After the Airshow, between 5 p.m. CDT and 7 p.m. CDT, Runways 24 or 32 will also be used for itinerant departures. To expedite traffic you will be directed for an intersection departure on Runway 18 (3300 feet remaining) or Runway 24 (3700 feet remaining) when in a south operation or Runway 36 (4200 feet remaining) or Runway 32 (4200 feet remaining) when in a north operation. The ATIS will inform you whether to call the Tower or watch the FAA flagmen at the runway for takeoff clearance. Departures on Runway 18, 32 or 24 should maintain runway heading until three miles from the airport. Departures on Runway 36 should make a right turn eastbound after departure to avoid traffic on left downwind leg. Remain on an easterly heading until reaching 2000 MSL. Upon reaching 2000 MSL, if proceeding North or Northeast make a left turn and continue climb to 3600 MSL or above in order to be above arrival traffic inbound from Manchester at 3100 MSL. If proceeding west or northwest make a left turn and continue climb to 4000 or above in order to be above traffic inbound from Shelbyville at 3600 feet MSL. If proceeding Southeast, South or Southwest, upon reaching 2000 MSL make a right turn remaining east of the City of Tullahoma before proceeding on course. After departure, monitor Tullahoma Tower on 119.6 MHz, but do not call unless an emergency exists. Be alert for radio instructions on 119.6 MHz using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or to issue turns to avoid traffic.

All aircraft should be alert for Fly-By Aircraft operation west, northwest of the approach end of Runway 36 and south of Runway 14. Also be alert for gyrocraft and hang gliders operating from the grass runway at the southwest corner of the airport.

IFR ARRIVALS: Memphis Center will be clearing IFR traffic for a VOR approach and turning the aircraft over to Tullahoma Tower on 119.6 MHz. *Be prepared to* discontinue your approach on final in order to enter the VFR traffic pattern or a Shelbyville transition (SEE GRAPHIC). Arriving IFR traffic can expect lengthy holding delays. Since there is not a Control Zone established for the Tullahoma Municipal Airport, there could be VFR aircraft operating below 700 feet and clear of clouds with flight visibility as low as one mile.

IFR DEPARTURES: File your Flight Plan at least two hours prior to proposed departure time at the temporary FSS or with Nashville FSS using INWATS 1-800-342-5802. An IFR clearance will not be issued if the flight plan is not on file. IFR Flight Plans which have not been used will be cancelled two hours after the filed proposed departure time. When ready to taxi, contact Ground Control on 121.8 MHz and advise you are an IFR Departure. If you have not received your clearance and a departure release by radio prior to reaching the runway, taxi your aircraft to the IFR pre-departure holding areas which will be marked at departure runways. Allow other VFR aircraft to pass you for departure. In any case do not accept the FAA flagman's instruction to enter the runway or take off unless you have received a departure release by radio.

The line of VFR aircraft will be stopped to allow IFR traffic in these holding areas to depart as the releases are received from the Center.

FSS AT TULLAHOMA: Nashville FSS will operate a temporary Flight Service Station located in the Parish Aerodrome Hangar on the south side of the airport. Specialists will provide complete weather briefings/ flight planning services as well as group briefings. In addition, public telephones will be strategically located throughout the aircraft parking areas with the local FSS number prominently posted.

DAILY AEROBATIC DEMONSTRATIONS: Flight demonstrations of an aerobatic nature will be conducted daily between 3 p.m. and 5 p.m. CDT within a five nautical mile radius of the Tullahoma Municipal Airport, Tullahoma, Tn., from the surface to 7500 feet AGL, October 1 through 5, 1980. All traffic except scheduled aircraft shall remain clear of this area during these times.

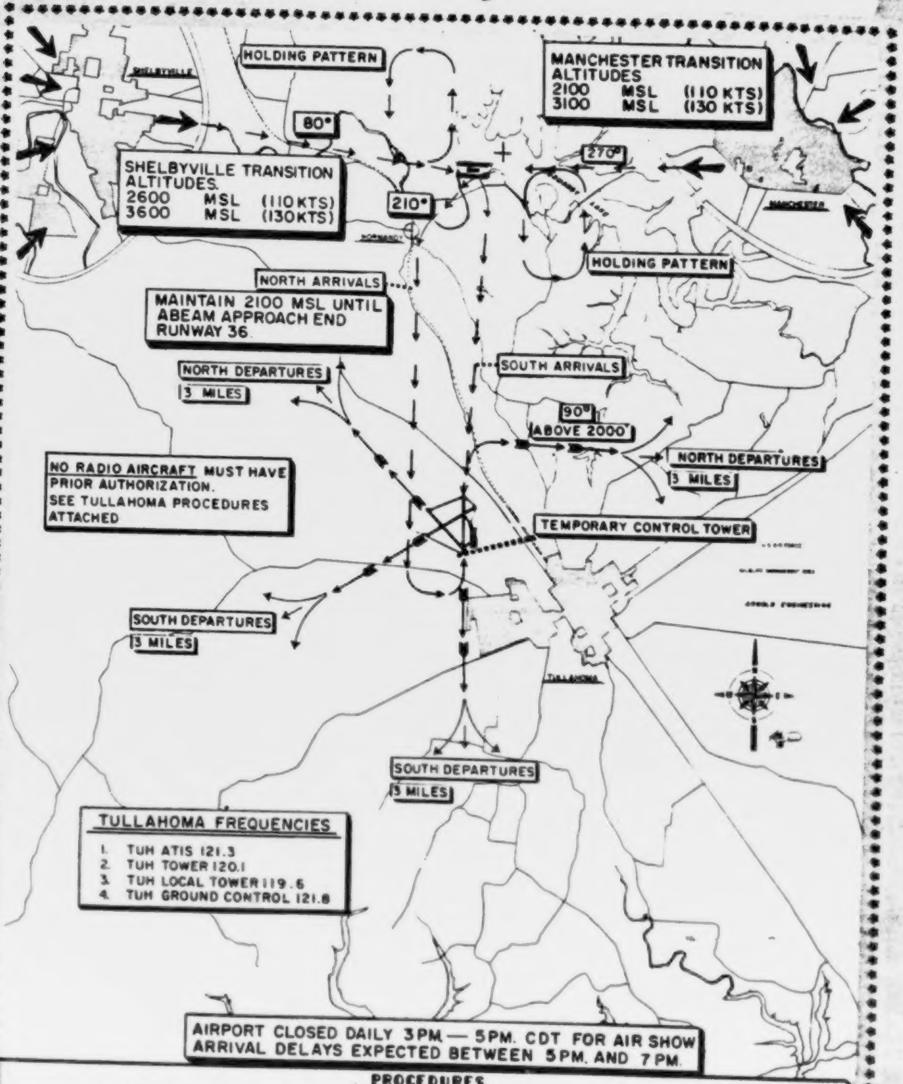
VFR FLIGHT PLANS: All pilots are urged to file a flight plan.

INBOUND AIRCRAFT should close their flight plan either with Tullahoma Radio on 122.55 MHz, or in person, or by calling Nashville Radio on 122.1 and listen on Shelbyville VOR 109.0 MHz, or by calling Nashville FSS using INWATS 1-800-342-5802. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

OUTBOUND AIRCRAFT departing Tullahoma should file VFR flight plans with the temporary FSS and activate them on 122.55 MHz. If you wish to file after airborne, call Nashville Radio, transmit 122.1 and listen Shelbyville VOR 109.0 MHz.

TULLAHOMA 1980

VFR Arrival—Departure Procedures


SHELBYVILLE
HOLDING PATTERN
80°
210°
270°
NORMANDY
MANCHESTER
HOLDING PATTERN
NORTH ARRIVALS
NORTH DEPARTURES
3 MILES
SOUTH ARRIVALS
90°
ABOVE 2000'
NORTH DEPARTURES
3 MILES
TEMPORARY CONTROL TOWER
SOUTH DEPARTURES
3 MILES
TULLAHOMA
SOUTH DEPARTURES
3 MILES

MANCHESTER TRANSITION ALTITUDES
2100 MSL (110 KTS)
3100 MSL (130 KTS)

SHELBYVILLE TRANSITION ALTITUDES.
2600 MSL (110KTS)
3600 MSL (130KTS)

MAINTAIN 2100 MSL UNTIL ABEAM APPROACH END RUNWAY 36.

NO RADIO AIRCRAFT MUST HAVE PRIOR AUTHORIZATION.
SEE TULLAHOMA PROCEDURES ATTACHED

TULLAHOMA FREQUENCIES

1. TUH ATIS 121.3
2. TUH TOWER 120.1
3. TUH LOCAL TOWER 119.6
4. TUH GROUND CONTROL 121.8

AIRPORT CLOSED DAILY 3PM — 5PM. CDT FOR AIR SHOW
ARRIVAL DELAYS EXPECTED BETWEEN 5PM. AND 7PM.

PROCEDURES

1. Monitor ATIS 121.3 MHZ.
2. Enter transition over Shelbyville or Manchester, proceed toward Normandy Lake.
3. Shelbyville traffic at 110KTS. should fly at 2600 MSL / 130KTS. should fly at 3600 MSL.
4. Manchester traffic at 110KTS. should fly at 2100 MSL / 130KTS. should fly at 3100 MSL.
5. Call Tullahoma tower on 120.1 MHZ. turning inbound toward Normandy Lake.
6. Listen for controller instructions as you approach Normandy Lake. Traffic to follow, etc.". Controller will use color and type aircraft at Normandy Lake.
7. If holding is necessary use appropriate holding pattern at Normandy Lake.
8. Controller will advise when to call Tullahoma tower on 119.6 MHZ.

DEPARTURES

1. Use routes above. 2. Depart the area above 4000ft if possible. 3. After departure monitor tower 119.6 MHZ.

DO NOT GO BEYOND NORMANDY LAKE UNTIL APPROVED BY CONTROLLERS ON 120.1 MHZ

NOTICE TO AIRMEN
AIRSHOW
BLOSSER MUNICIPAL AIRPORT, CONCORDIA, KANSAS
7 SEPTEMBER, 1980

The Federal Aviation Administration will establish a temporary Control Tower at Blosser Municipal Airport, Concordia, Kansas on 7 September, 1980.

HOURS OF OPERATION

1300 GMT - 2300 GMT

FREQUENCIES

CONCORDIA TOWER - 123.1 MHZ/257.7 MHZ

CONCORDIA GROUND CONTROL - 121.6 MHZ

KANSAS CITY ARTCC - 134.9 MHZ/363.2 MHZ

UNICOM - 122.8 MHZ

AIRPORT CLOSED

1830 GMT - 2130 GMT for AIRSHOW

FIELD ELEVATION

1490 MSL

TRAFFIC PATTERN

2500 MSL - LEFT TRAFFIC, OR AS DIRECTED BY ATC.

TRANSITING AIRCRAFT

Due to the large volume of traffic anticipated in the Concordia, Kansas Area, it is recommended that all transiting aircraft avoid the area by at least 5 statute miles or 4500 MSL. BE ALERT FOR MILITARY JET AIRCRAFT.

ARRIVING AIRCRAFT

The turf runways will not be utilized for landing. The active runway will be Runway 17, or Runway 35, (Hard-surfaced 3000 x 50).

Make initial call to Concordia Tower at least 10 nautical miles out.

BE ALERT FOR NON-RADIO AIRCRAFT.

ARRIVING AIRCRAFT, NON-RADIO

The turf runways will not be utilized for landing.

Circle the airport at 3000 MSL (Weather permitting), Left Traffic and watch for Tower light signals.

DEPARTING AIRCRAFT

The turf runways will not be utilized for departure.

Contact Concordia Ground Control after leaving the parking area. Taxi will be via the grass area adjacent to Runway 17/35. BE ALERT FOR NON-RADIO AIRCRAFT.

DEPARTING AIRCRAFT, NON-RADIO AIRCRAFT

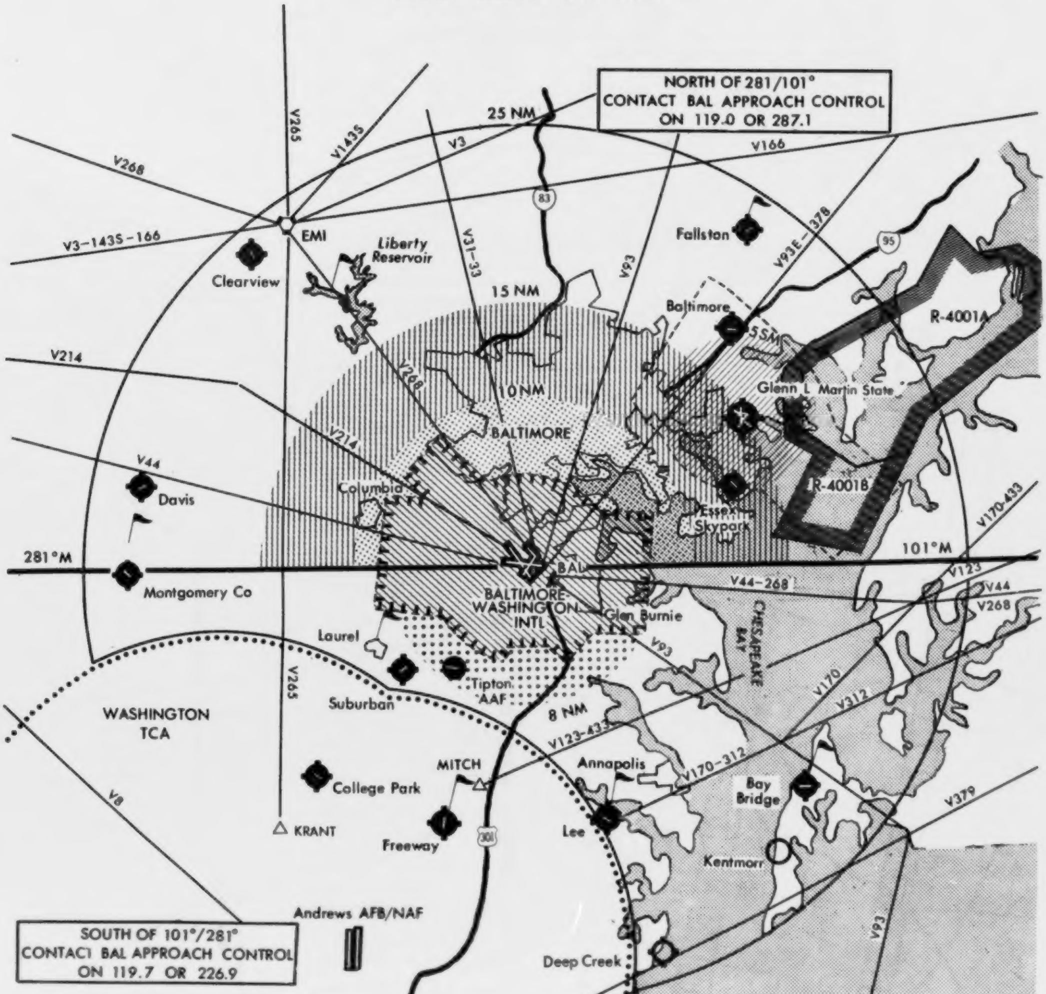
The turf runways will not be utilized for departure.

If possible, obtain Weather and Runway information from the Tower (In Person).

Follow normal flow of taxing aircraft, and watch for Tower light signals when you are ready for departure. Exit the traffic pattern with a left turn.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BALTIMORE, MARYLAND, BALTIMORE-WASHINGTON INTL AIRPORT
FIELD ELEV. 156′ MSL


25 NM
15 NM
10NM
8 NM
V265
V143S
V3
V268
V166
V3-143S-166
V31-33
V93
V93E-378
V214
V44
V170-433
101°M
281°M
V123
V44-268
V93
V170
V312
V123-433
V170-312
V379
V8
83
95
301
EMI
Clearview
Liberty Reservoir
Fallston
Baltimore
SSM
R-4001A
R-4001B
Glenn L Martin State
BALTIMORE
Columbia
Davis
Essex Skypark
Montgomery Co
BAL
BALTIMORE-WASHINGTON INTL
Glen Burnie
CHESAPEAKE BAY
Laurel
Tipton AAF
Suburban
WASHINGTON TCA
MITCH
Annapolis
College Park
Bay Bridge
KRANT
Freeway
Lee
Kentmorr
Andrews AFB/NAF
Deep Creek

NORTH OF 281/101°
CONTACT BAL APPROACH CONTROL
ON 119.0 OR 287.1

SOUTH OF 101°/281°
CONTACT BAL APPROACH CONTROL
ON 119.7 OR 226.9

VFR FLIGHTS: DEPARTING AIRCRAFT PRIOR TO TAXIING ARE REQUESTED TO ADVISE BALTIMORE-WASHINGTON CLEARANCE DELIVERY OF THE INITIAL ROUTE OF FLIGHT AND ALTITUDE ON 118.05

ENROUTE AIRCRAFT REMAIN CLEAR OF AIRPORT TRAFFIC AREA AT GLENN L. MARTIN STATE AIRPORT AND THE TRAFFIC PATTERN BELOW 2000 FT. AT TIPTON AAF.

LEGEND

- ⚑ VFR CHECK POINT
- ▨ AIRPORT TRAFFIC AREA
- ▨ SFC TO 5000′ SOUTH OF RWY 10/28 LOCALIZER
SFC TO 7000′ NORTH OF RWY 10/28 LOCALIZER
- ░ 2000′ TO 5000′
- ░ 2000′ TO 7000′
- ▥ 2500′ TO 7000′
- ▦ 3000′ TO 7,000′

FALLSTON AIRPORT	NE 23 NM
BAY BRIDGE AIRPORT	SE 21 NM
LEE AIRPORT	SE 15 NM
FREEWAY AIRPORT	S 15 NM
LAUREL, MARYLAND	SW 11 NM
MONTGOMERY CO AIRPORT	W 23 NM
LIBERTY RESERVOIR	NW 17 NM

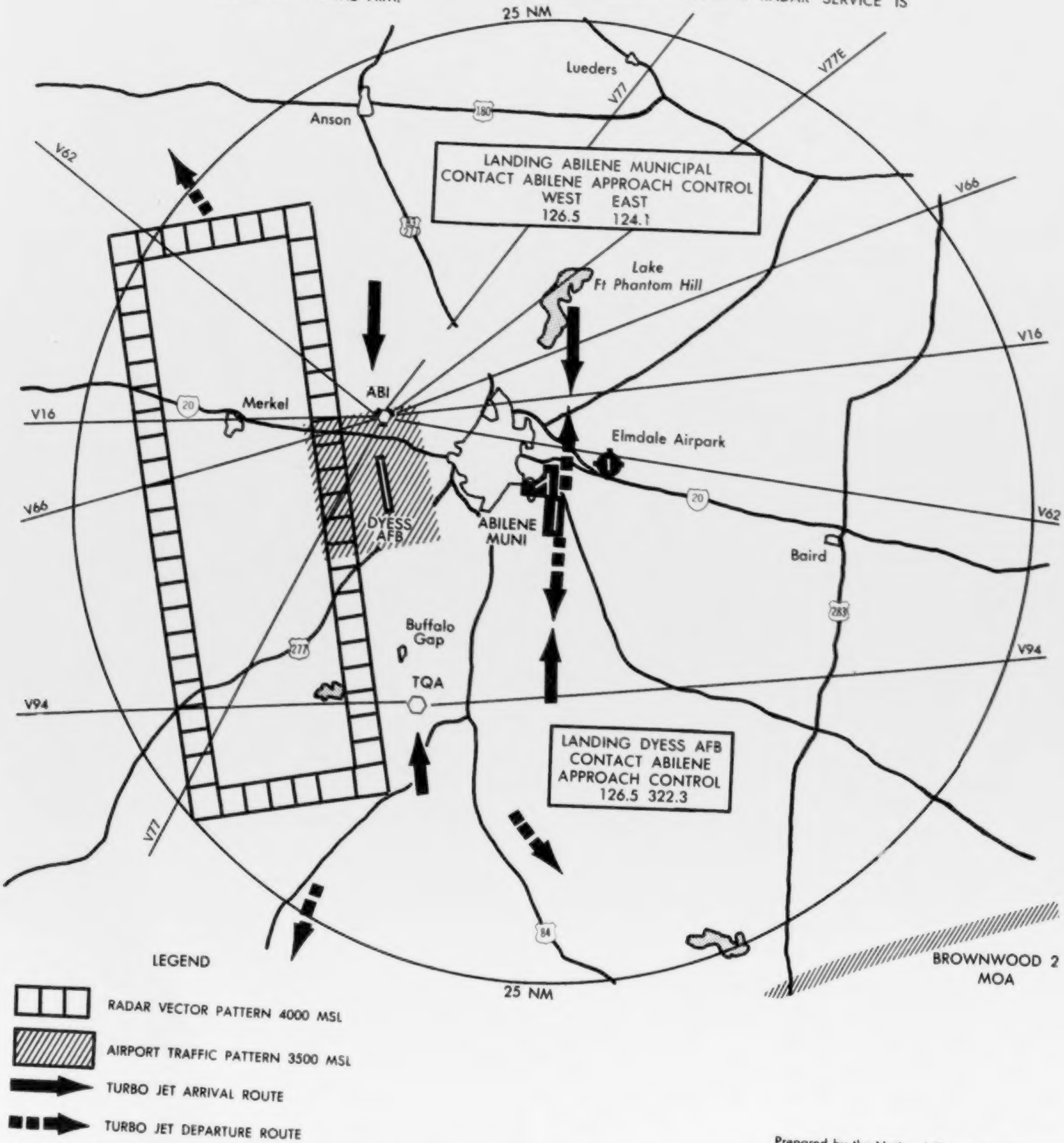
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

1 AUG 1980

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

ABILENE-DYESS, TEXAS

THIS GRAPHIC SHOWS THE PRINCIPLE IFR JET TRAFFIC FLOWS. AIRCRAFT LANDING ABILENE MUNICIPAL OR DYESS AFB ARE ENCOURAGED TO CONTACT APPROACH CONTROL APPROXIMATELY 25 MILES OUT FOR STAGE II SERVICES. (SEE FREQUENCY BOXES BELOW) RADAR TRAFFIC ADVISORY SERVICE WILL BE PROVIDED VFR AIRCRAFT ON A TRAFFIC PERMITTING BASIS. THIS SERVICE DOES NOT RELIEVE PILOTS OF THEIR RESPONSIBILITY TO SEE AND AVOID OTHER AIRCRAFT. STAGE II RADAR SERVICE IS EXPLAINED IN THE AIM.


25 NM
Lueders
V77
V77E
180
Anson
V62
LANDING ABILENE MUNICIPAL
CONTACT ABILENE APPROACH CONTROL
WEST EAST
126.5 124.1
V66
277
Lake
Ft Phantom Hill
V16
ABI
20
Merkel
V16
Elmdale Airpark
V66
20
V62
DYESS AFB
ABILENE MUNI
Baird
283
Buffalo Gap
277
V94
TQA
V94
LANDING DYESS AFB
CONTACT ABILENE
APPROACH CONTROL
126.5 322.3
V77
84
BROWNWOOD 2 MOA
25 NM
LEGEND
RADAR VECTOR PATTERN 4000 MSL
AIRPORT TRAFFIC PATTERN 3500 MSL
TURBO JET ARRIVAL ROUTE
TURBO JET DEPARTURE ROUTE

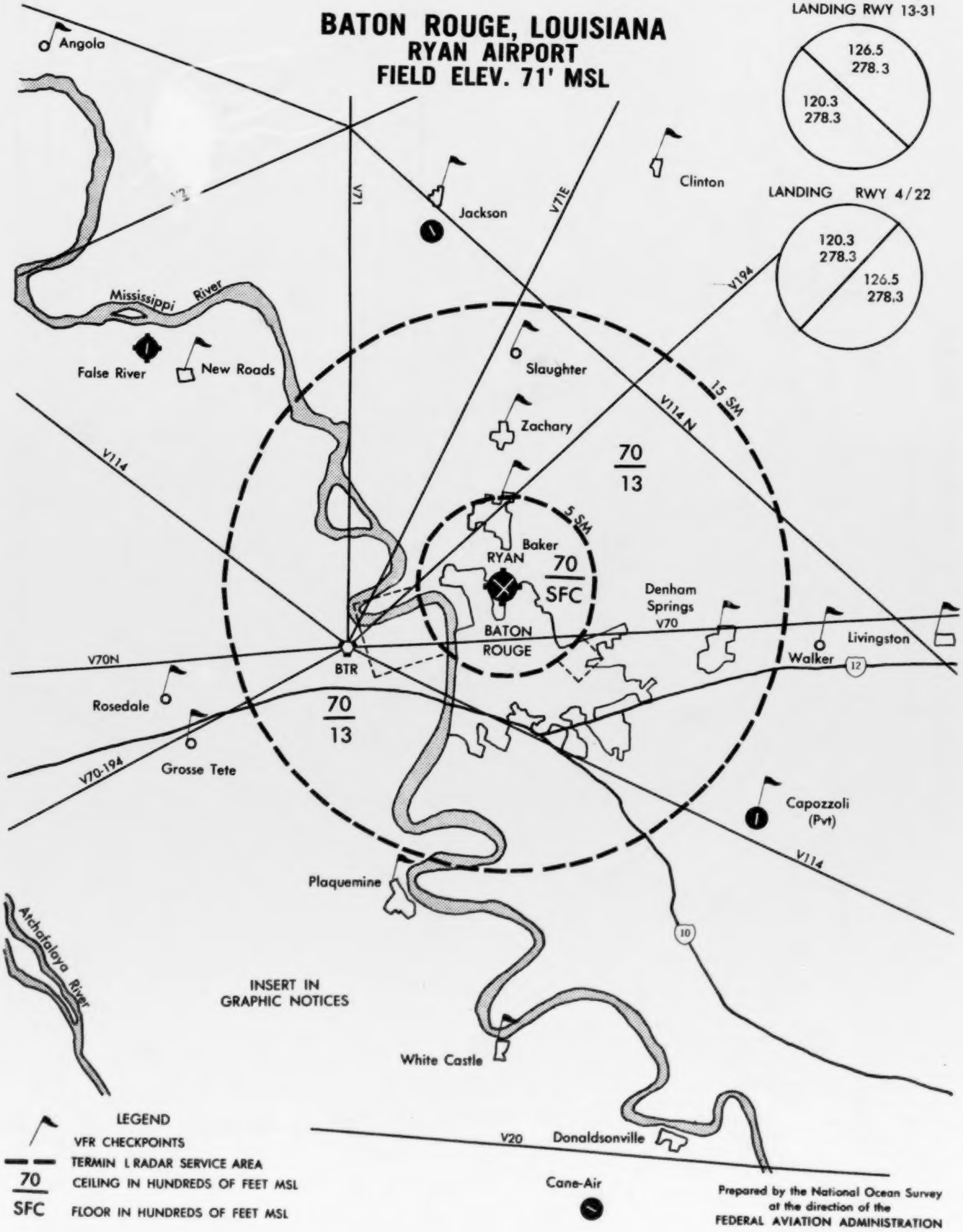
ALL ALTITUDES ARE MSL UNLESS OTHERWISE STATED

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

28 JUL 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BATON ROUGE, LOUISIANA
RYAN AIRPORT
FIELD ELEV. 71' MSL


LANDING RWY 13-31
126.5
278.3
120.3
278.3
LANDING RWY 4/22
120.3
278.3
126.5
278.3
Angola
V2
V71
Jackson
V71E
Clinton
V194
Mississippi River
False River
New Roads
Slaughter
15 SM
V114 N
Zachary
70
13
V114
5 SM
Baker
RYAN
70
SFC
Denham Springs
V70
BATON ROUGE
Walker
Livingston
12
V70N
BTR
Rosedale
70
13
Grosse Tete
V70-194
Capozzoli (Pvt)
V114
Plaquemine
10
Atchafalaya River
INSERT IN GRAPHIC NOTICES
White Castle
V20
Donaldsonville
Cane-Air
LEGEND
VFR CHECKPOINTS
TERMIN L RADAR SERVICE AREA
70 CEILING IN HUNDREDS OF FEET MSL
SFC FLOOR IN HUNDREDS OF FEET MSL

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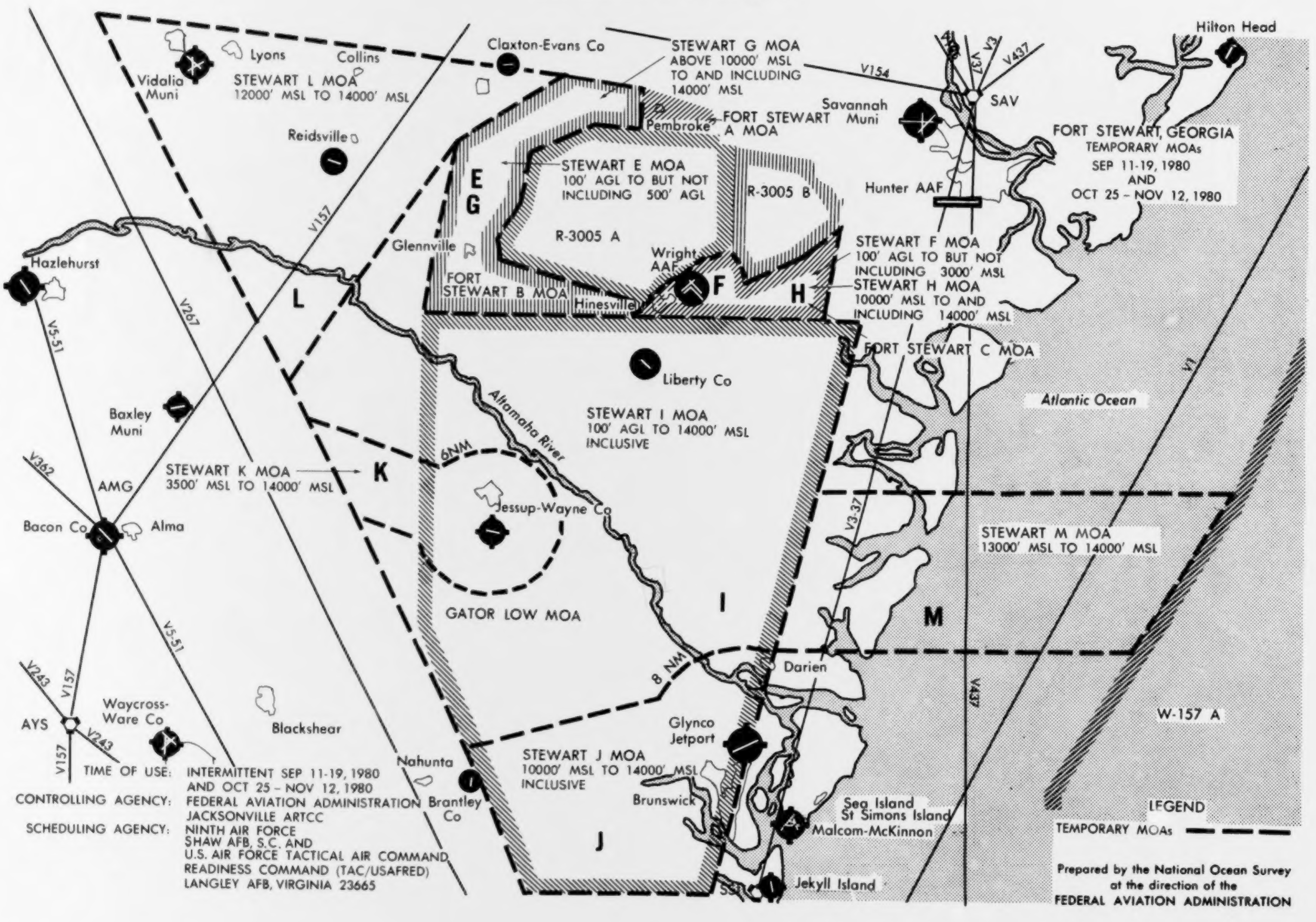
21 AUG 1980

DESIGNATION OF TEMPORARY MOAs
STEWART E through M


Hilton Head
STEWART G MOA
ABOVE 10000' MSL
TO AND INCLUDING
14000' MSL
Claxton-Evans Co
Lyons
Collins
Vidalia Muni
STEWART L MOA
12000' MSL TO 14000' MSL
Reidsville
V154
V37
V3
V437
SAV
Savannah Muni
FORT STEWART A MOA
Pembroke
FORT STEWART, GEORGIA
TEMPORARY MOAs
SEP 11-19, 1980
AND
OCT 25 - NOV 12, 1980
STEWART E MOA
100' AGL TO BUT NOT
INCLUDING 500' AGL
E
G
R-3005 B
Hunter AAF
R-3005 A
Glennville
V157
Hazlehurst
Wright AAF
F
STEWART F MOA
100' AGL TO BUT NOT
INCLUDING 3000' MSL
FORT STEWART B MOA
Hinesville
H
STEWART H MOA
10000' MSL TO AND
INCLUDING 14000' MSL
L
V5-51
V267
FORT STEWART C MOA
V1
Liberty Co
Atlantic Ocean
Baxley Muni
STEWART I MOA
100' AGL TO 14000' MSL
INCLUSIVE
Altamaha River
V362
AMG
STEWART K MOA
3500' MSL TO 14000' MSL
K
6NM
Jessup-Wayne Co
V3-37
STEWART M MOA
13000' MSL TO 14000' MSL
Bacon Co
Alma
GATOR LOW MOA
I
M
V5-51
8 NM
Darien
V437
V243
V157
Waycross-Ware Co
AYS
Blackshear
Glynco Jetport
W-157 A
STEWART J MOA
10000' MSL TO 14000' MSL
INCLUSIVE
Nahunta
Brantley Co
Brunswick
Sea Island
St Simons Island
Malcom-McKinnon
LEGEND
TEMPORARY MOAs
J
SSI
Jekyll Island

TIME OF USE: INTERMITTENT SEP 11-19, 1980 AND OCT 25 - NOV 12, 1980
CONTROLLING AGENCY: FEDERAL AVIATION ADMINISTRATION JACKSONVILLE ARTCC
SCHEDULING AGENCY: NINTH AIR FORCE
SHAW AFB, S.C. AND
U.S. AIR FORCE TACTICAL AIR COMMAND
READINESS COMMAND (TAC/USAFRED)
LANGLEY AFB, VIRGINIA 23665

Prepared by the National Ocean Survey
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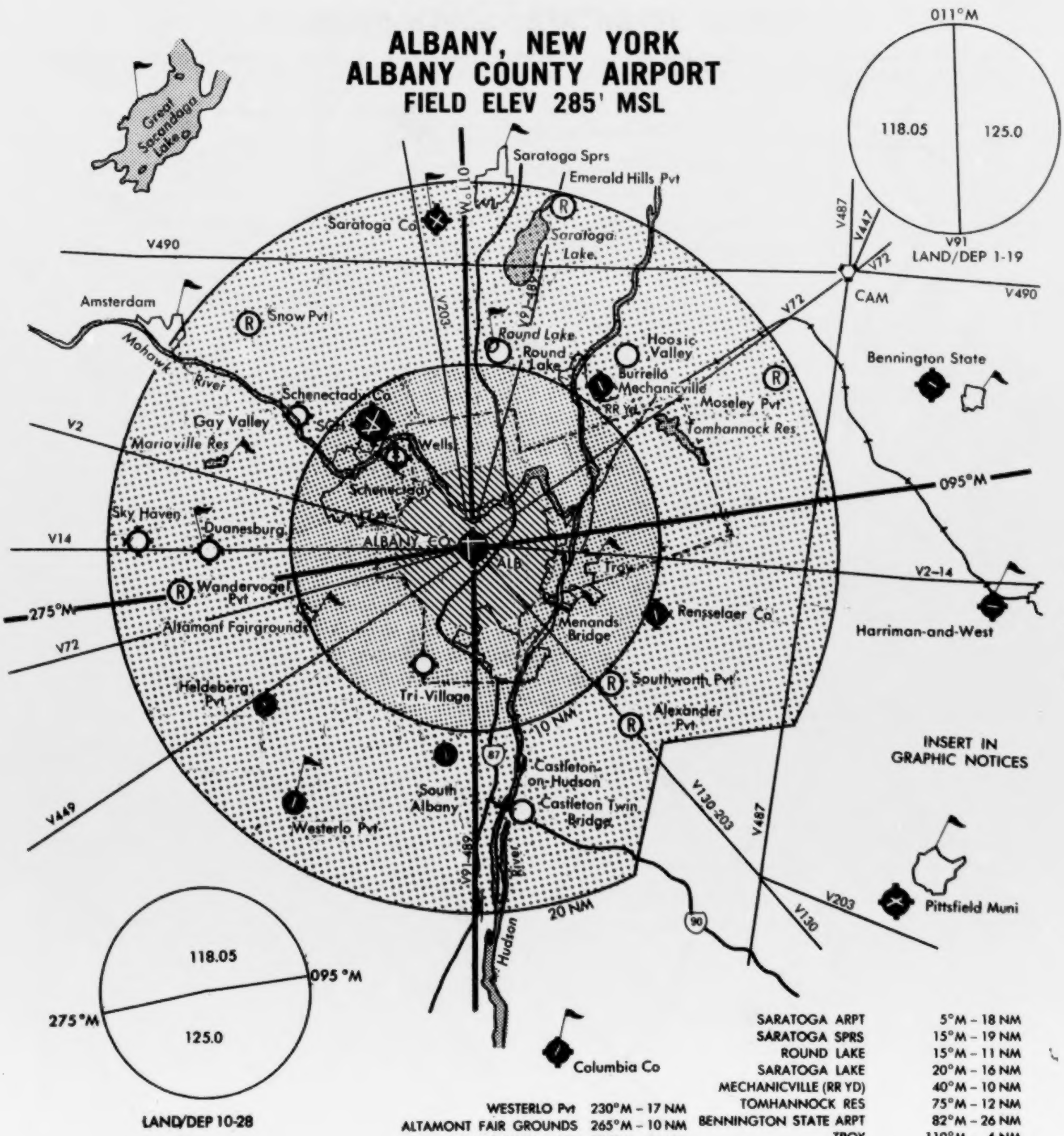
FEDERAL AVIATION ADMINISTRATION

1 AUG 1980

TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

ALBANY, NEW YORK
ALBANY COUNTY AIRPORT
FIELD ELEV 285' MSL


011°M
118.05
125.0
V91
LAND/DEP 1-19
Great Sacandaga Lake
Saratoga Sprs
Emerald Hills Pvt
Saratoga Co
Saratoga Lake
V490
V487
V447
V72
CAM
V490
Amsterdam
Mohawk River
Snow Pvt
V203
V91-489
V10
Round Lake
Round Lake
Hoosic Valley
Burrello Mechanicville
RR Yd
Moseley Pvt
Tomhannock Res
Bennington State
Schenectady Co
SCH
Wells
Gay Valley
Mariaville Res
V2
Schenectady
095°M
Sky Haven
Duanesburg
V14
ALBANY CO
ALB
Troy
V2-14
Wandervogel Pvt
275°M
Altamont Fairgrounds
Menands Bridge
Rensselaer Co
Harriman-and-West
V72
Tri-Village
Southworth Pvt
Heldeberg Pvt
Alexander Pvt
10 NM
INSERT IN GRAPHIC NOTICES
87
Castleton-on-Hudson
South Albany
Castleton Twin Bridge
V130-203
V487
Westerlo Pvt
V449
V91-489
Hudson River
20 NM
90
V203
V130
Pittsfield Muni
118.05
095°M
275°M
125.0
Columbia Co
LAND/DEP 10-28

WESTERLO Pvt	230°M – 17 NM
ALTAMONT FAIR GROUNDS	265°M – 10 NM
DUANESBURG ARPT	285°M – 14 NM
MARIAVILLE RES	300°M – 15 NM
AMSTERDAM	320°M – 20 NM
SCHENECTADY CO	320°M – 8 NM
GREAT SACANDAGA RES	340°M – 30 NM

SARATOGA ARPT	5°M – 18 NM
SARATOGA SPRS	15°M – 19 NM
ROUND LAKE	15°M – 11 NM
SARATOGA LAKE	20°M – 16 NM
MECHANICVILLE (RR YD)	40°M – 10 NM
TOMHANNOCK RES	75°M – 12 NM
BENNINGTON STATE ARPT	82°M – 26 NM
TROY	110°M – 6 NM
NORTH ADAMS ARPT	110°M – 28 NM
RENSSELAER CO ARPT	125°M – 10 NM
MENANDS BRIDGE	140°M – 5 NM
PITTSFIELD ARPT	145°M – 29 NM
COLUMBIA CO ARPT	182°M – 27 NM
CASTLETON (TWIN BRIDGE)	185°M – 14 NM

NOTE: VFR AIRCRAFT VERIFY LANDING/DEPARTURE RUNWAY ON ATIS TO DETERMINE APPROACH/DEPARTURE CONTROL FREQUENCY. 120.45

LEGEND

- ▨ SURFACE TO 10,000' MSL
- ▩ 2000' TO 10,000' MSL
- ░ 5000' TO 10,000' MSL
- ⚑ VFR CHECK POINTS

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

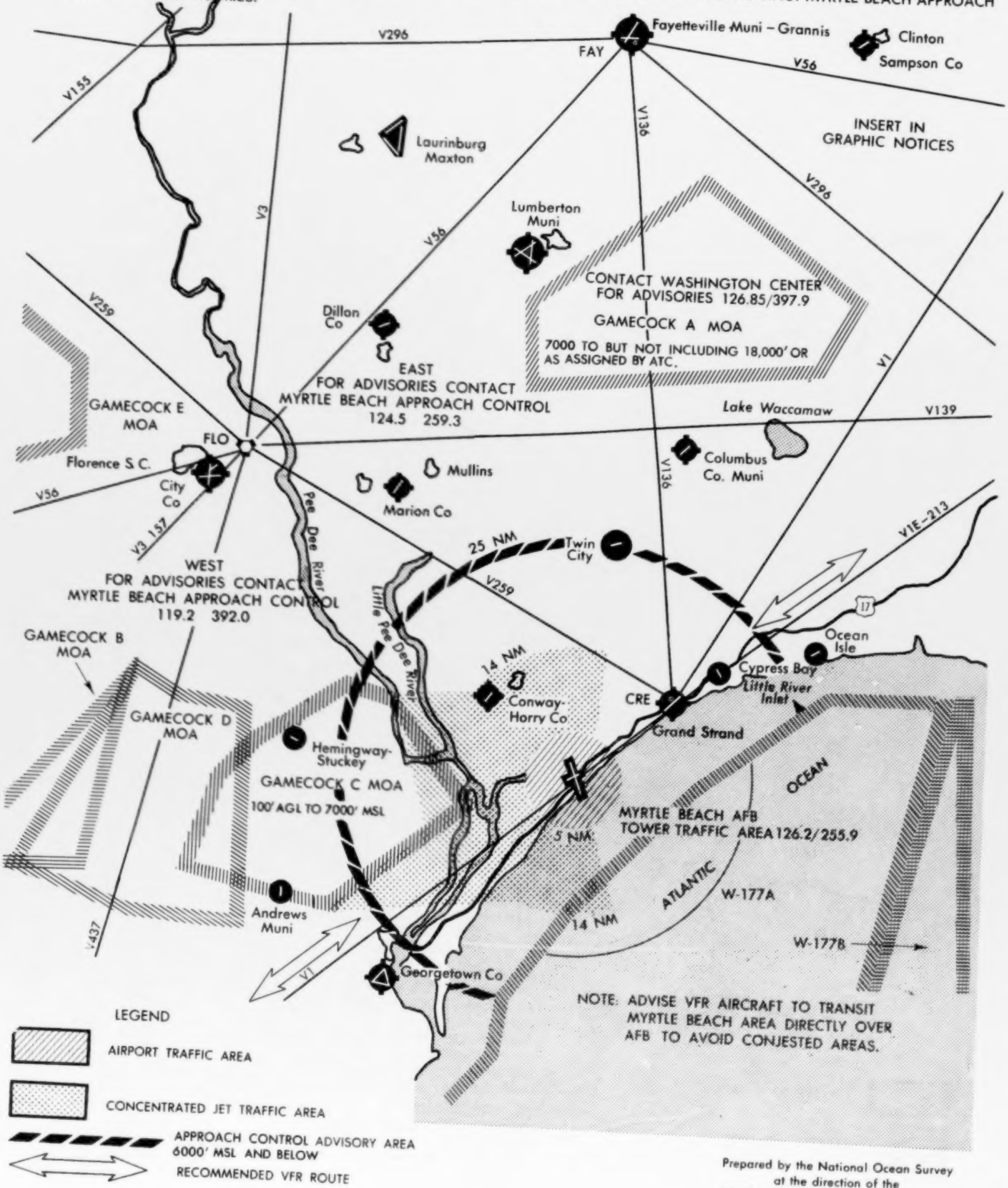
1 AUG 1980

TERMINAL AREA GRAPHIC NOTICE

(NOT TO BE USED FOR NAVIGATION)

MYRTLE BEACH AFB, SOUTH CAROLINA

THIS CHART SHOWS AREAS OF CONCENTRATED MILITARY JET TRAFFIC OPERATING IN THE VICINITY OF MYRTLE BEACH AFB, SOUTH CAROLINA . VFR PILOTS TRANSITING OR OPERATING WITHIN THE AREA ARE ENCOURAGED TO CONTACT MYRTLE BEACH APPROACH CONTROL FOR ADVISORIES.


V296
V155
Fayetteville Muni – Grannis
FAY
Clinton
Sampson Co
V56
V136
Laurinburg Maxton
V3
V296
Lumberton Muni
V56
CONTACT WASHINGTON CENTER FOR ADVISORIES 126.85/397.9
GAMECOCK A MOA
7000 TO BUT NOT INCLUDING 18,000' OR AS ASSIGNED BY ATC.
V1
V259
Dillon Co
EAST
FOR ADVISORIES CONTACT MYRTLE BEACH APPROACH CONTROL
124.5 259.3
GAMECOCK E MOA
FLO
Lake Waccamaw
V139
Florence S.C.
City Co
Columbus Co. Muni
Mullins
V56
Marion Co
V136
V3 157
V1E-213
WEST
FOR ADVISORIES CONTACT MYRTLE BEACH APPROACH CONTROL
119.2 392.0
Pee Dee River
25 NM
Twin City
V259
Little Pee Dee River
17
GAMECOCK B MOA
14 NM
Ocean Isle
Cypress Bay
Little River Inlet
CRE
Conway-Horry Co
Grand Strand
GAMECOCK D MOA
Hemingway-Stuckey
GAMECOCK C MOA
100' AGL TO 7000' MSL
OCEAN
MYRTLE BEACH AFB TOWER TRAFFIC AREA 126.2/255.9
5 NM
ATLANTIC
W-177A
Andrews Muni
14 NM
W-177B
V437
V1
Georgetown Co
LEGEND
AIRPORT TRAFFIC AREA
CONCENTRATED JET TRAFFIC AREA
APPROACH CONTROL ADVISORY AREA 6000' MSL AND BELOW
RECOMMENDED VFR ROUTE

INSERT IN GRAPHIC NOTICES

NOTE: ADVISE VFR AIRCRAFT TO TRANSIT MYRTLE BEACH AREA DIRECTLY OVER AFB TO AVOID CONJESTED AREAS.

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

1 AUG 1980

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni-directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

U.S. GOVERNMENT PRINTING OFFICE : 1980 O - 326-405

SEP

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Stm 431-C-5
TD 4.12/2:980/19
9323

CLASS TWO NOTAMS

Notices to Airmen

September 18, 1980

Next Issue

October 2, 1980

VOICE RESPONSE SYSTEM
See page Special—1, 2

LOS ANGELES TCA
See page Special—3, 4

TULLAHOMA, IN. FLY-IN
See page Special—5, 6, 7, 8

CONFEDERATE AIR FORCE
AIRSHO '80
See page Special—9, 10, 11

EXPO '80
See page Special—12

BROOME COUNTY AIR SHOW
See page Special—13, 14

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF SEPTEMBER 4, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESSS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM (D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

America's Cup Races are being held off Newport, Rhode Island until 9/26 Due to a large concentration of surface vessels, this area is considered a congested area within the meaning of Federal Aviation Regulations. All fixed wing airplanes flying within the vicinity of the race at 41 20 north, 71 24 west will, therefore, comply with FAR 91.79B. Helicopters should maintain a minimum of 500 feet altitude and avoid any flight directly over racing yachts. It is recommended that traffic flow for airplanes be in a counter clockwise direction and clockwise direction for helicopters. (8/80)

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly clsd. (8/80)
FORT RUCKER: VOR "HEY" OTS until 9/30. (9/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights Rwy 13-31 OTS. (4/80)
POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 clsd. (3/80)
STUTTGART MUNI ARPT: Rwy 14-32 clsd. (4/79)

CALIFORNIA

BURBANK-GLENDALE-PASADENA ARPT: Rwy 07-25 clsd until 10/24. (8/80)
LAKE HUGHES VORTAC: Until 4/1/81 Avoid flying below 3000 ft AGL over or near the California Condor nesting area located within 10 miles west (180-360) of the Lake Hughes VORTAC. (7/80)
LIVERMORE: Ctlz hrs are 0700-2200 daily. (9/80)
MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)
RED BLUFF, RED BLUFF MUNI ARPT: Men & Equip south end Rwy 15-33 daylgt hours until 11/30. (9/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt clsd all acft btn 2345-0700 lcl until 10/26. (6/80) Rwy 09-27 edge lgts and cntrln temply dsplcd either N or S & rwy width reduced to 150 ft vice 200 ft. Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. ATCT hrs 0500-2300 until 10/26. Arpt clsd B747/L500/C5A

SOUTH LAKE TAHOE, LAKE TAHOE ARPT: Thr Rwy 36 dsplcd 2044 ft. (9/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 123.0. (9/80)

DENVER STAPLETON INTL ARPT: LOC BC Rwy 17R unusable. (8/80) LOC Rwy 35L OTS 9/22-9/26; LOC Rwy 26L OTS 9/8-9/12. (9/80)

CONNECTICUT

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 532 ft cranes 2.4 miles NW of arpt. (7/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 17 VASI OTS 11-1/11-15. Rwy 35 VASI OTS 11-16/11-30. (8/80)

CROSS CITY ARPT: Boundary lgts operate dusk-dawn but are unreliable & subject to numerous failures. (9/80)

KEY WEST INTL ARPT: Unicom freq 122.95. (9/80)

MIAMI INTL ARPT: Rwy 12-30 clsd B747 tkoffs UFN. (4/80)

PAHOKEE: DME OTS until 9/30. (9/80)

VENICE VENICE MUNI ARPT: Unicom freq 122.7. (9/80)

GEORGIA

MOULTRIE: Ctlz hrs are 0915-1830 daily. (9/80)

SAVANNAH HUNTER: VOR "SVN" OTS until 10/30. (9/80)

VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

BURLEY MUNI ARPT: Unicom freq 122.8. (9/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts rwy 11-29 OTS 2200-0600 daily. (4/80)

McCALL, McCALL ARPT: Arpt clsd CAB certificated non-scheduled ACR opns without PP. (9/80)

POCATELLO MUNI ARPT: GS Rwy 21 OTS until-10/2. (9/80)

ILLINOIS

CHICAGO O-HARE INTL ARPT: ILS Rwy 22L OTS until 10/10. (9/80)

LITCHFIELD: NDB "LTD" OTS until 10/24. (9/80)

OTAWA ARPT: Unicom freq 122.7. (9/80)

INDIANA

GALVESTON ARPT: Arpt permly clsd. (8/80)

GREENFIELD POPE FIELD: Rwy 09-27 clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

LAPORTE MUNI ARPT: Freq 135.2 decom. (9/80)

LAFAYETTE HALSMER ARPT: Unicom freq 123.0. (9/80)

MICHIGAN CITY MUNI ARPT: Freq 135.2 decom. (9/80)

IOWA

LEMARS MUNI ARPT: Rwy 18-36 3850 ft by 75 ft. (9/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

KANSAS CITY FAIRFAX MUNI ARPT: Rwy 13-31 rwy lgts OTS & Rwy clsd UFN. (9/80)

LEAWOOD STATE LINE ARPT: Arpt permly clsd. (9/80)

WICHITA MID CONTINENT ARPT: ALS Rwy 19R OTS until 12/1. (9/80)

KENTUCKY

PIKESVILLE-PIKE COUNTY ARPT: Unmarked wires 1/2 mile S of arpt in apch area and 1 mi NW of arpt. Wires extrmly difficult to see. Pilots unfamiliar with area should request briefing from HTS. (9/80)

LOUISIANA

BATON ROUGE RYAN ARPT: ALS Rwy 13 & 31 and RVR Rwy 13 OTS until 12/10. Rwy 13-31 clsd until 12/10. (9/80)

JONESBORO ARPT: Arpt clsd UFN. (7/80)

LEESVILLE FT. POLK-LEE ARPT: Ctlz hrs are 0500-2300 daily. (9/80)

SLIDELL ARPT: All twys permly clsd. (9/80)

MAINE

NO NOTICES THIS ISSUE

MARYLAND

FREDERICK MUNI ARPT: LOC & GS Rwy 23 OTS until 12/31 (9/80)

MASSACHUSETTS

CHESTER: VORTAC "CTR" OTS until 9/24. (7/80)

LAWRENCE MUNI ARPT: Ctlz hrs 0900-1700 daily. (9/80)

MICHIGAN

GRANT, GRANT ARPT: Rwy 14-32 clsd until 2/82. (9/80)

KALAMAZOO, KALAMAZOO MUNI ARPT: ILS Rwy 35 OTS until 10/4. (9/80)

MANISTEE MANISTEE CO-BLACKER ARPT: PPR for unsked CAB Cert acft. (9/80)

SAGINAW HARRY BROWN ARPT: Rwy 05-23 clsd UFN. (8/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS indefly. (7/80)

TROY BIG BEAVER APRT: Cranes w/100 ft booms operg 200 ft west & 150 ft south Rwy 18-36 Mon-Fri dawn till 2100. Booms lowered other hours. Rwy 18-36 clsd drng hours cranes are operg. (9/80)

MINNESOTA

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

MISSISSIPPI

NO NOTICES THIS ISSUE

MISSOURI

CARROLLTON MEMORIAL ARPT: Rwy 17-35 2590 ft by 52 ft. (9/80)

FESTUS MEMORIAL ARPT: Unicom freq 122.8. (9/80)

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

MONTANA

LIVINGSTON: Ctlz hrs are 0600-2200 daily. (9/80)

NEBRASKA

ALLIANCE MUNI ARPT: Rwy 04-22 permly clsd. (9/80)

RED CLOUD MUNI ARPT: Arpt clsd until 10/15. (8/80)

NEVADA

TONOPAH TONOPAH ARPT: Arpt clsd nights until 11/1. (9/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL Rwy 02-20 OTS. (1/80)

WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L clsd UFN. (7/80)

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 clsd indefly. (7/80)

MANVILLE, KUPPER ARPT: Unicom freq 122.7. Thr Rwy 07 dsplcd 300 ft. Thr Rwy 25 dsplcd 340 ft. (9/80)

MOUNT HOLLY BURLINGTON COUNTY ARPT: Rwy 08-26 3908 ft by 50 ft. (9/80)

NEW MEXICO

ALAMOGORDO, ALAMOGORDO-WHITE SANDS REGIONAL ARPT: PPR for unskedd CAB certificated ACR opns. (9/80)

LAS VEGAS: CTLZ hrs are 0600-2200 daily until 10/1. (9/80)

TUCUMCARI: CTLZ hrs are 0600-2200 daily until 9/30. (9/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)

LAKE PLACID ARPT: Arpt clsd nights. (2/80)

ODGENSBURG, ODGENSBURG INTL ARPT: Arpt clsd CAB certificated ACR opns 2230-0500 Sun-Fri & 1530-0800 Sat excp two hours PP. (9/80)

PERRY PERRY-WARSAW ARPT: Arpt clsd UFN. (9/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 clsd UFN. (5/80)

NORTH CAROLINA

ASHEVILLE ASHEVILLE MUNI ARPT: Rwy 16-34 8000 ft by 150 ft. (9/80)

GREENSBORO: VORTAC "GSO" OTS until 11/25. (9/80)

STATESVILLE MUNI ARPT: Unicom freq 123.0. (9/80) Rwy 10-28 4800 ft by 100 ft. (9/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 clsd nights indefly. (7/80)

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 clsd. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 clsd UFN. (6/80)

COLUMBUS BOLTON FLD: Ctlz hrs are 0800-0100 Sun-Thur. (9/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

DAYTON INTL ARPT: Rwy 06L-24R clsd; ALS & ILS Rwy 06L-24R OTS. (8/80) ILS Rwy 06L CAT 2 NA. (8/80)

OTTAWA: Unicom freq 122.7. (9/80)

STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)

TROY SKYPARK ARPT: Arpt clsd UFN. (7/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

YOUNGSTOWN MUNI ARPT: REILS Rwy 05 & 23 OTS UFN. (8/80) GS Rwys 14 & 32 OTS 9/22-11/8. (9/80) Rwy 14-32 clsd 9/21-11/8. (9/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights rwy 08-26 OTS UFN. (4/80) Rwy 12-30 rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

PRYOR CREEK PRYOR ARPT: VASIS Rwy 17 & 35 OTS indefly. (7/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

McMINNVILLE MUNI ARPT: Unicom freq. 122.75. (9/80)

MEDFORD, MEDFORD-JACKSON COUNTY ARPT: Unicom freq 122.95. (9/80)

PENNSYLVANIA

BRADFORD ARPT: VOR unusable 145-156 beyond 15 NM; 156-220 beyond 10 NM; 220-247 beyond 30 NM below 6000 ft; 247-262 beyond 15 NM below 7000 ft. (9/80)

COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; thr rwy 29 dsplcd 298 ft UFN. (8/80)

CORRY, LAWRENCE ARPT: Arpt clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt clsd indefly. (7/80)

FORT INDIANTOWN GAP: CTLZ hrs are Wed-Fri 0800-2300; Sat-Tues 0800-1630 excluding Federal legal holidays. (9/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFI rwy 24 OTS indefly. (7/80)

POTTSVILLE SCHUYLKILL COUNTY ARPT: Arpt clsd nights; SW 900 ft Rwy 04-22 clsd UFN. (8/80) Rwy 11-29 clsd UFN. (9/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 clsd 2300-0600 excp Fri-Sat UFN. (8/80)

PUERTO RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

CHESTER MUNI ARPT: Rwy 17-35 clsd UFN. (4/80)

SOUTH DAKOTA

BROOKINGS MUNI ARPT: CTLZ hrs are 0600-2230. (9/80)

TENNESSEE

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REILS/VASI Rwy 15/33 OTS indefly. (7/80)

MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 clsd indefly. (7/80)

TEXAS

ARCHER CITY MUNI ARPT: Unicom freq 122.8. (9/80)

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 clsd tkoff and lndgs: rwy 2 open days only UFN. (4/80)

COLUMBUS ARPT: Rwy 13-31 rwy lights OTS UFN. (4/80)

HARLINGEN INDUSTRIAL AIRPARK: Rwy 17R-35L clsd UFN. (8/80)

LUBBOCK INT'L ARPT: Rwy lights Rwy 08-26 OTS indefly excp High intst. (7/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

MIDLAND, MIDLAND REGIONAL ARPT: GS & MM Rwy 10 OTS until 9/30. (9/80)

OLNEY MUNI ARPT: Rwy 35 thr dsplcd 825 ft nights only. (9/80)

PEARLAND ARPT: Unicom freq 123.05. (9/80)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

NO NOTICES THIS ISSUE

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 clsd indefly. (7/80)

HOT SPRINGS, INGALLS FIELD: Rwy 14-32 clsd indefly. (5/78)

RICHMOND RICHARD EVELYN BYRD ARPT: Rwy 02-20 clsd until 10/15. (9/80)

SOUTH HILL MECKLENBURG-BRUNSWICK REGIONAL ARPT: Unicom freq. 122.8. (9/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave in at NE end of Rwy 23 500 ft from end of Rwy to 15 1/2 ft off end of rwy. (4/80) NE 800 ft Rwy 05-23 clsd. Arpt clsd nights. (7/80)

WISCONSIN

EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)

JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 clsd UFN. (9/80)

WYOMING

FORT BRIDGER MUNI ARPT: Rwys 04-22 & 16-34 clsd until 9/30. First 200 ft Rwy 24 clsd. (9/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD JAN-MAR

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N1171Q	C-T210	Blu/Wht
N1196H	Piper PA-33-2R300	Grn/Wht
N131Z	BE-55 1961 Model	Wht/Blu
N1351X	Bell 26A Hell	
N1357L	CESSNA 337	Red/Wht
N140PC	1977 CESSNA 172	Wht/Blu
N1652X	C-210 Turbo	Wht/Grn
N226JR	Piper PA-34-200	
N27737	Piper Navajo Chieftain	Wht
N2794D	AC-560A	Wht/Blk
N3434W	PA-28	Wht w/Red Trim
N3558X	Piper Navajo	Wht/Tan/Yel
N360BU	CESSNA 310R	Blu/Wht
N3815L	Cessna 172G	Wht/Blu
N3991F	1958 CESSNA 172	
N4596W	112TC	Wht/Brn/Red
N4621F	Cessna P206A	Brn/Wht
N4629G	C-402	Wht/Blu/Tan
N49947	CESSNA 402	Wht/Red
N5232J	CESSNA 310	Grn/Wht
N5402C	C-T210	Brn/Wht
N6011N	C-210	Wht
N6137X	1978 CESSNA 310R	Wht/Gld Trm
N62BM	1974 Piper Aztec	Wht/Red Blk
N6269B	C-T210	Wht
N62708	Piper Aztec	Wht/Red
N6375C	C-210	L. Blu/D. Blu
N63801	Piper PA-23-250 Aztec	Brn/Org
N6381X	CESSNA 402	Brn/Wht
N66712	BE-90	Wht/Blu/Gld
N6786U	M021	Tan/Org/Brn
N7074B	Piper Supercub	Red/Wht
N732GU	CESSNA 206 Super Skylane	
N732QK	C-206	Brn/Wht
N735JL	C-TU2069G	Blu/Wht
N73578	CESSNA 206 Stationair 8II	
N7470N	Beechcraft	Wht/Blu
N749CE	Piper Navajo PA31-310	
N756PM	C-206	Brn/Wht
N761LN	CESSNA T210M	Wht/Brn/Org Trm
N8321Q	C-T206	Red/Wht
N8527J	C-150	Wht/Blu
N88630	C-421	Wht/Red
N88700	CESSNA 404 Titan	Wht/Red
N890L	C-172	Wht/Red
N8937Z	CESSNA 310	Beige/Org/Brn
N9027Q	Beechcraft BE-55 Baron	
N9165M	C-206	Lgt Blu/Drk Blu
VQ-TAC	CESSNA 310 Twin Engine	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
AR	Eldorado ELD	A
AR	Fort Smith FSM	A
AR	Hot Springs HOT	A
AZ	Fort Huachuca Sierra	A
CA	Arcata/Eureka	AS
	China Lake	AU
	Riverside	N
	Sacramento	DS
	San Luis	AS
CA	Fresno Air Terminal	CS
FL	Key West	AU
IA	Clinton Muni	AS
KY	London-Corbin	A
KY	Paducah Barkley Regional	AS
LA	Lafayette Regional	B
ME	Auburn-Lewiston	L
ME	Millinocket	N
ME	Norway Oxford	N
MI	Saginaw Tri-City	CS
MI	Flint Bishop	B
MI	Marquette County	AA
MI	Lansing Capital City	C
MO	Columbia Regional	B
	County	A
MT	Missouga Johnson Bell	C
NH	Manchester	L
NM	Alamodordo	AS
NY	Ogdensburg	AS
OK	Enid WDG	A
OK	Lawton LAW	A
OK	Ponca City PNC	A
TX	Tyler Pounds Field	A
TX	Temple Draughon-Miller	A
TX	Texarkana TXK	A
VA	Newport News	B
VT	Middlebury	N
WI	Appleton Outagamie County	A

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/1537 SEPTEMBER 4, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA, PARTICULARLY OF A REGULATORY NATURE, WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEREFORE, THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1108 FI/P CORRECT US GOVT ENROUTE LOW ALT CHART L-23 PANEL A EFF 10 JULY 1980. EON VORTAC FREQ 113.2 AND CHANNEL 79 VICE 116.1 AND CHANNEL 108.

FDC 0/1232 FI/T /DEC /DECATUR, DECATUR IL. NDB RWY 6 AMDT 1 SI MINS ALL CATS NA.

FDC 0/1376 FI/T /ORD/ CHICAGO-O HARE INTERNATIONAL CHICAGO IL. ILS RWY 9L AMDT 4 SI LOC RWY 9L MDA 1140 FT HAT 482 FT ALL CATS VIS CAT D RVR 5000. ILS RWY 9R AMDT 10 SI LOC RWY 9R MDA 1140 FT HAT 475 FT ALL CATS. NDB RWY 9R AMDT 12 SI MDA 1200 FT HAT 535 FT ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES.

INDIANA

#FDC 0/1486 FI/T /GYY/ GARY MUNI GARY IN ILS RWY 30 ORIG SI LOC VIS CAT A B C 3/4 CAT D 1 MI. ADD PROC DATA NOTES ACTIVATE MALSR RWY 30-126.3 INCREASE SI LOC VIS CAT A & B 1/4 MI CAT C & D 1/2 MI FOR INOP MALSR. NDB RWY 30 AMDT 3 VIS CAT A & B 3/4 MI CAT C 1 1/4 MI CAT D 1 3/4 MI. ADD PROC DATA NOTE ACTIVATE MALSR RWY 30-126.3. VOR/DME RWY 2 AMDT 2 ADD PROC DATA NOTE ACTIVATE MALSR RWY 30-126.3.

MICHIGAN

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

#FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

OHIO

FDC 0/1391 FI/T /LUK/ CINCINNATI MUNI AIRPORT LUNKEN FIELD CINCINNATI OH ILS RWY 20L AMDT 9 SI MINIMUMS NA.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1331 FI/P /HYR/ HAYWARD MUNI HAYWARD WI. VOR RWY 2 AMDT 2 VOR RWY 20 AMDT 2. DELETE TERMINAL ROUTE GRASS INT TO HYR VOR. NDB RWY 20 AMDT 7 CORRECT COURSE AND DISTANCE TO GRASS INT TO SLY NDB 215/18.4. THIS IS VOR RWY2 AMDT3 VOR RWY 20 AMDT 3 AND NDB RWY 20 AMDT 8.

#FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

#FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99 BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DISTRICT OF COLUMBIA

FDC 0/1065 FI/T /DCA/ WASHINGTON NATIONAL/ WASHINGTON/ D.C. ILS RWY 36 AMDT 30 CAT II NA. VOR RWY 15 AMDT 4 SI AND CIRCLING VIS CAT C 21/2 CAT D 23/4. ALTN MINIMUMS 900 23/4. DUAL VOR OR VOR/ DME MINIMUMS SI AND CIRCLING MDA 780/ HAT/HAA 765 ALL CATS. VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 23/4. VOR/ DME RWY 18 AMDT 4 SI RWY 18 MDA 780/ HAT 767 ALL CATS CIRCLING MDA 780 HAA 765 ALL CATS. SI AND CIRCLING VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. RADAR-1 AMDT 20 ASR RWY 15 MDA 780 HAT/HAA 765 ALL CATS VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. LDA RWY 18 AMDT 8 ALL SI AND CIRCLING VIS CAT C/D 3. ALTN MINIMUMS CAT C/D 1100-3. TAKEOFF MINIMUMS RWY 33/ 36 500-1 OR STANDARD WITH MINIMUM CLIMB OF 272 FT 1 NM TO 600 FT.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,V 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA

VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

FDC 0/1427 FLIGHT RESTRICTION 1.5 NAUTICAL MILE RADIUS OF THE PATUXENT RIVER MD. /PXT/ VORTAC 110 DEGREE RADIAL AT 017 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. LASER BEAM OPERATIONS. LASER BEAM MAY POSSIBILY BE INJURIOUS TO PILOTS EYES IN FLIGHT WITHIN 6000 FEET OF LIGHT SOURCE. SALISBURY MD. /SBY/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES 8/18 THRU 10/20 1315-1515/1715-1915 DAILY.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 9/1884 FI/T (EEN) DILLANT-HOPKINS KEEN, NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 NIGHT MINS NA.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

#FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PIANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1405 FI/P /AGC/ ALLEGHENY COUNTY PITTSBURGH PA. ILS RWY 9 ORIG REDESIGNATED ILS RWY 10 AMDT 1. ILS RWY 27 AMDT 23 REDESIGNATED ILS RWY 28 AMDT 24. TERMINAL ROUTE ALTITUDE MKP NDB TO MIFFY OM 2600 FT, MINIMUM ALTITUDE AT MIFFY OM 2600 FT. NDB RWY 9 AMDT 5 REDESIGNATED NDB RWY 10 AMDT 6. TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT. NDB RWY 27 AMDT 19 REDESIGNATED NDB RWY 28 AMDT 20. RNAV RWY 9 AMDT 3 REDESIGNATED RNAV RWY 10 AMDT 4. TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT, LEENO WAYPOINT TO 5 ALONG TRACK DISTANCE FROM MAWP CHANGE COURSE/ DISTANCE TO 097/3. VOR RWY 5 AMDT 8 TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT, NESTO INT TO AGC VORTAC CHANGE COURSE/DISTANCE TO 294/15.9. IFR TAKEOFF MINIMUMS: FAR 135 AUTHORIZATION RWY 28 RVR 2400 RWY 10 3/4 MILE.

#FDC 0/1472 FI/T /CXY/ CAPITAL CITY, HARRISBURG, PA.43 **VOR RWY 12 AMDT 14 PROC NA.**

#FDC 0/1495 FI/T **/ABE/ ALLENTOWN-BETHLEHEM-EASTON ALLENTOWN PA.** NDB RWY 6 AMDT 15 SI 6 MDA 1040 FEET HAT 646 FEET CAT C VIS RVR 6000 FEET CAT D VIS 1 3/4 MILES. CIRCLING MDA 1040 FEET HAA 646 FEET CAT C CIRCLING 1 3/4 MILES

#FDC 0/1513 FI/P /2G7/ **NEW CASTLE MUNI NEW CASTLE, PA.** NDB RWY 22 ORIG REDISIGNATED NDB RWY 23 AMDT 1. IFR TAKEOFF MINIMUMS RWY 05/23/31 STANDARD. RWY 13 200-1 OR STANDARD WITH MINIMUM CLIMB OF 320 PER NM TO 1300.

VERMONT

FDC 9/2161 FI/T **(BTV) BURLINGTON INTL** BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 **FI/T /W93/ ORANGE COUNTY ORANGE** VA. VOR/DME-A ORIG NA.

FDC **0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA** VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/2088 **FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA.** RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) **NORFOLK INTERNATIONAL, NORFOLK, VA.** VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ **VORTAC CHARLESTON WV.** MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ **ADAMS FIELD LITTLE ROCK AR.** ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15.AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/1224/ FI/P /CSM/CLINTON SHERMAN CLINTON OK ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5 MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THIS IS AMDT 2 AND 6.

FDC 0/1364 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 6. ILS RWY 17R AMDT 2 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

#FDC 0/1482 FI/T /OKM/ OKMULGEE MUNI OKMULGEE OK.43 ILS RWY 17 ORIG SI ILS VIS 1 MILE ALL CATS SI LOC VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/2 MILES CAT C. NDB RWY 17 ORIG SI VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/4 MILES CAT C.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1063 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX. ILS RWY 13 AMDT 4 REDESIGNATED ILS RWY 13R AMDT 5 VOR RWY 13/TAC/ AMDT 11 REDESIGNATED VOR RWY 13R/TAC/AMDT 12 VOR/DME 1 RWY 32 AMDT 9 REDESIGNATED VOR/DME 1 RWY 31L AMDT 10 VOR/DME 2 RWY 31 AMDT 1 REDESIGNATED VOR/DME 2 RWY 31L AMDT 2.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIUMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1375 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX LOC BC RWY 22 AMDT 19 DISREGARD GLIDE SLOPE INDICATIONS. THIS IS AMDT 20.

FDC 0/1426 FI/T/SPS/SHEPPARD AFB/WICHITA FALLS MUNI. WICHITA FALLS TX. LOC BC RWY 15R AMDT 8 SI MDA 1400 FT/HAT 402 FT ALL CAT. SI VIS 1 1/4 MI CAT C. CIRCLING MDA 1400 FT/HAA 385 FT CAT A. CAT C S-LOC INOPERATIVE TABLE DOES NOT APPLY.

#FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

#FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 CRIG PROCS NA.

#FDC 0/1527 FLIGHT RESTRICTION 5 STATUE MILE RADIUS OF THE CRP CORPUS CHRISTI TX VORTAC 079 DEGREE RADIAL AT 040 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 MEAN SEA LEVEL. CRP IS THE COORDINATING FLIGHT SERVICE STATION.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/1175 FI/T /PBI/ PALM BEACH INTERNATIONAL WEST PALM BEACH FL. ILS RWY 9L AMDT 16 NDB 9L AMDT 14 MSA PB 25 NM 2600.

FDC 0/1176 FI/T /PHK/ PALM BEACH COUNTY GLADES PAHOKEE FL. VOR RWY 17 AMDT 7 MSA PHK 25 NM 2600.

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1277 FI/T /MAI/ MIAMI INTERNATIONAL MIAMA FL. RNAV RWY 9L AMDT 7 SI MDA 400 FT/HAT 391 FT ALL CATAGORIES.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. 2-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 2-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRICING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCIING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES. NA.

FDC 0/346 FI/T (ATL) THE WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL ATLANTA GA. IFR DEPARTURE PROCEDURE: RWYS 26/27R/L. CLIMB RWY HEADING TO 1300 FT. BEFORE TURNING.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

FDC 0/1386 FI/T /AHN/ ATHENS MUNI ATHENS GA. VOR RWY 2 AMDT 7 VOR SI MDA 1220 FT ALL CATS.

FDC 0/1417 FI/T /VDI/ VIDALIA MUNI VIDALIA GA. NDB RWY 24 AMDT 3 NA.

FDC 0/1438 FI/P /DNL/ DANIEL FIELD AUGUSTA GA. VOR-B AMDT 12 CORRECT US GOVT CHART AL-28 TERMINAL ROUTE 8 DME ARC TO AGS VORTAC ALT 2000 FT.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRLCING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

#FDC 0/1480 FI/P /016/ TAYLOR COUNTY CAMPBELLSVILLE NY. NDB RWY 5 ORIG CORRECT US GOVT CHART AL-5210 SOUTHEAST VOL 1 7 AUG 1980 PROC TURN SHOULD BE ON SOUTH SIDE OF COURSE 212 DEG OUTBOUND.

MISSISSIPPI

#FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

NORTH CAROLINA

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/1260 FI/T/RWI/ROCKY MOUNT WILSON ROCKY MOUNT NC. LOC BC RWY 22 ORIG NA.

FDC 0/1348 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA. VOR RWY 13 AMDT 2 TERMINAL ROUTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT, 090-270 DEG 3200 FT. LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM BSY NDB 270-090 DEG 1900 FT. 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/459 FI/T (MEM) MEMPHIS INTERNATIONAL, MEMPHIS TN. ILS RWY 17L AMDT 5 SI-ILS DH 540 VIS 5000 ALL CATS. SI-LOC VIS 5000 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO SI-ILS ALL CATS AND SI-LOC CAT A/B.

FDC 0/893 FI/T /MEM/ MEMPHIS INTL MEMPHIS TN. ILS RWY 9 AMDT 22 SI ILS RWY 9 MINIMUMS NA.

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/166 FI/P MEA AIRWAY V-12 GVO VORTAC TO SBA VORTAC 6400 FT. MEA AIRWAY V-27 GVO VORTAC TO GOLET INT 6400 FT. DIRECT ROUTE PART 95: SXC VORTAC TO GVO VORTAC AND VTU VORTAC TO GVO VORTAC 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VCRTC AND 046 RADIAL PARADISE VORTAC TC PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PRCC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1190 FI/P /HHR/ HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 4 ADD PROC DATA NOTE: LOCALIZER UNUSABLE BEYOND 15 DEGREES NORTH OF LOCALIZER COURSE AND UNUSABLE LESS THAN 0.8 NM FROM THRESHOLD. MAP 6.2 NM AFTER PASSING HASHY INT. DISTANCE FAF TO MAP 6.2 NM. THIS IS AMDT 5. AVAILABLE.

FDC 0/1219 FI/P/ONT/ ONTARIO INTERNATIONAL ONTARIO CA. ILS RWY 25R AMDT 30 FONTA LOM/INT CHANGED TO FONTA OM/INT. MSA PDZ VORTAC 020-110 9000. 110-200 6800. 200-290 6500. 290-020 11100. THIS IS AMDT 31.

FDC 0/1220 FI/P/ONT/ONTARIO INTERNATIONAL ONTARIO CA. NDB RWY 25R AMDT 29 PROC CANCELLED.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

#FDC 0/1489 FI/T /ACV/ ARCATA, ARCATA-EUREKA CA. VOR RWY 13 AMDT 3 MINIMUM ALTITUDE BETWEEN YAGER INT AND KNEES INT 11000 FEET MSL.

#FDC 0/1490 FI/T V-195 FORTUNA /FOT/ VORTAC TO RED BLUFF /RBL/ VORTAC. YAGER INT IDENTIFIED BY FOT VORTAC R-091 AND I-ACV LOCALIZER SE COURSE ONLY.

#FDC 0/1494 FI/P /OAK/METROPOLITAN OAKLAND INTL OAKLAND CA. CORRECT NOS US GOVT CHART CIVIL IAP SOUTHWEST VOL 1 EFFECTIVE 7 AUG 80 PAGE XVIII IFR TAKEOFF MIN AND DEPARTURE PROCS AS FOLLOWS. TAKEOFF MINS RWYS 9R 9L 11 27R 27L 29 33 STANDARD RWY 15 400-1 FAR 135 AUTHORIZATION RWY 29 RVR 1800. IFR DEPARTURE PROC RWYS 9R 9L 11 15 29 TURN RIGHT CLIMB VIA R-288 OAK VORTAC TO COMMO INT RWYS 27L 27R 33 TURN LEFT CLIMB VIA R-288 OAK VORTAC TO COMMO INT OR COMPLY WITH PUBLISHED OAKLAND SIDS.

#FDC 0/1529 FLIGHT RESTRICTION 2.5 MILE EITHER SIDE OF A LINE FM /PSP/ PALM SPRINGS VORTAC 244 DEGREE RADIAL AT 06 NAUTICAL MILES TO THE /PSP/ VORTAC 182 DEGREE RADIAL AT 024 NAUTICAL MILES. EXCEPT THAT AREA WITHIN THE PALM SPRINGS /PSP/ CONTROL ZONE. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTIRCTIONS ARE IN EFFECT SURFACE TO 2000 ABOVE GROUND LEVEL. THERMAL CA. IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDAS 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25-- 122.8.

FDC 0/1109 FI/T /FCS/ BUTTS AAF FORT CARSON CO. VOR RWY 31 ORIG NA. RADAR-1 AMDT 3 LOST COMMUNICATIONS CLIMB TO 9000 DIRECT TO COS VORTAC AND R-140 TO HANKO INT. EXECUTE ILS RWY 35 APPROACH TO COLORADO SPRINGS CO.

FDC 0/1194 FI/P V8S/V-220 AKRON COLORADO VOR TO PASSE INT NEBRASKA MEA 6400 MOCA 5600. V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

FDC 0/1368 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. RNAV RWY 33 AMDT 2 SI VIS 1 MILE CAT D. ADD NOTE; CAT D S-33 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3.

FDC 0/1369 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 ORIG MISSED APPROACH: CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 VIA R-248 TO GLL VORTAC. THIS IS AMDT 1.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVAILABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

NORTH CENTRAL

IOWA

FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

FDC 0/1387 FI/P /SPW/ SPENCER MUNI SPENCER IA. NDB RWY 29 AMDT 4 REDESIGNATED NDB RWY 30 AMDT 5. VOR RWY 29 AMDT 4 REDESIGNATED VOR RWY 30 AMDT 5. VOR RWY 11 AMDT 4 REDESIGNATED VOR RWY 12 AMDT 5.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/839 FI/T /FOE/ FORBES FIELD TOPEKA KS. NDB RWY 13 AMDT 1 NDB RWY 31 AMDT 3 ILS RWY 31 AMDT 3 ALTERNATE MINIMUMS NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWYN 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

MISSOURI

FDC 0/660 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD, MO. NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14-118.7.

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FDC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

FDC 0/1044 FI/T /JLN/ JOPLIN MUNI, JOPLIN MO. NDB RWY 13, AMDT. 20 AND ILS RWY 13, AMDT. 18: TERMINAL ROUTE EOS VORTAC TO LUMMS LOM MEA 3100 VICE 3000.

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TERMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA 25NMR DMO NDB 2700 FEET.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1010 FI/T /OFK/ KARL STEFAN MEMORIAL, NORFOLK, NE. LOC RWY 1 AMDT 2 MISSED APPROACH CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3400 VIA HEADING 145 AND I-OFK SOUTH COURSE TO SLAYS INT AND HOLD SOUTH RIGHT TURN 011 INBOUND.

#FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

#FDC 0/1476 FI/T /GFK/ GRAND FORKS INTL GRAND FORKS ND. ILS RWY 35 AMDT 3 TRML ROUTES GFK VORTAC TO HISER INT/OM 6.5 DME ALT 2600 FEET 13 DME ARC TO HISER INT/OM 6.5 DME ALT 2600 FEET PROCEDURE TURN ALT 2600 FEET MIN GLIDE SLOPE INTERCEPT ALT 2600 FEET GLIDE SLOPE ALT AT FAF 2566 FEET GLIDE SLOPE ANGLE 2.76 DEGREES THR CRCSSING HEIGHT 61 FEET MISSED APPROACH ALT 2600 FEET.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/729 FI/T /BNO/ BURNS MUNI BURNS OR. NDB RWY 29 ORIG. PROC NA.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COCRDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. CR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1012 FI/T /PDT/ PENDLETON MUNICIPAL, PENDELTON, OR. VOR RWY 7L, AMDT 13, AND ILS RWY 25R, AMDT 20, REDESIGNATED VOR RWY 7, AMDT 13, AND ILS RWY 25, AMDT 20.

FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ CRIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1421 FI/T /AST/ CLATSOP COUNTY ASTORIA OR. VOR RWY 7 AMDT 9 AND VOR RWY 13 AMDT 12 ALTN MINS NA.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1129 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WASHINGTON. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1462 FI/T /PWT/ KITSAP COUNTY BREMERTON WA. LOC BC RWY 1 AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND PCINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/ NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE 291600Z AND UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

The Alert Weather Watch (AWW) and Convective SIGMET (WST) reports has been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington & Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, porcede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh (PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington (ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S—"Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S—"Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S—"How many hours from now? maximum is 30"

P—6; # #

S—"Six"

S—"At what altitude?"

P—85; # # (or 8500; # #)

S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

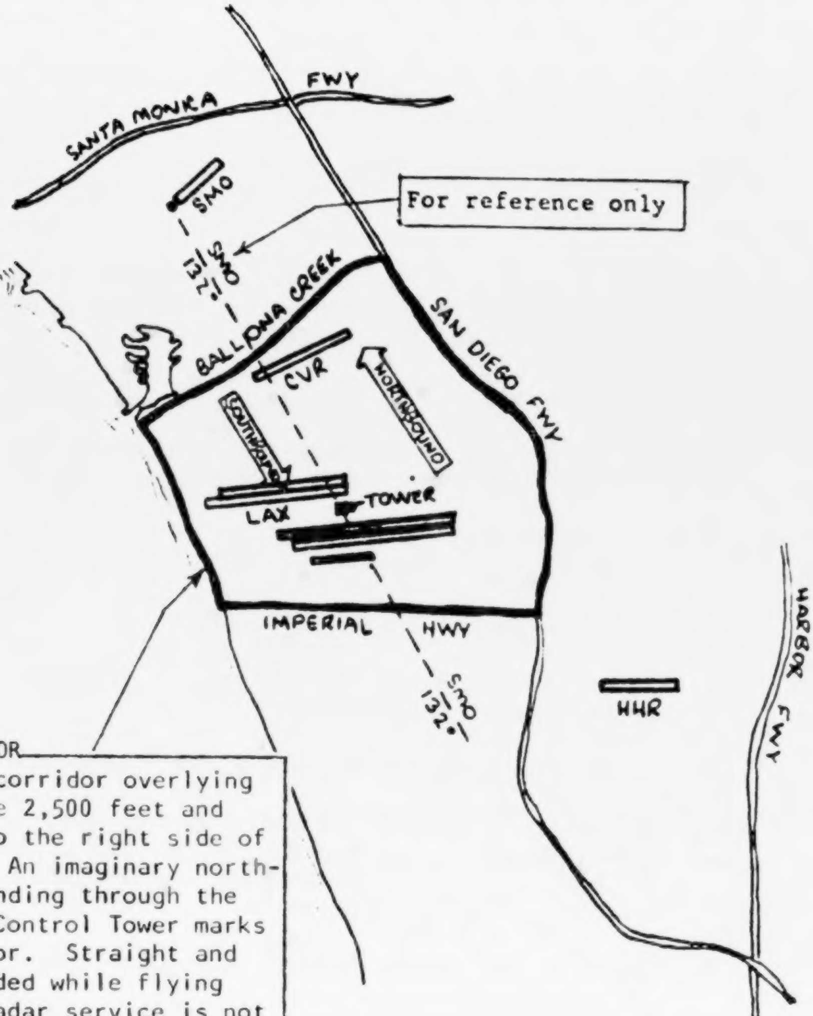
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
For reference only
SMO 132.1
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132.1
HHR
HARBOR FWY

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE EAA NATIONAL CONVENTION FLY-IN AT TULLAHOMA MUNICIPAL AIRPORT TULLAHOMA, TENNESSEE, OCTOBER 1-5, 1980

Due to the heavy volume of traffic generated by the National Convention Fly-In of the Experimental Aircraft Association, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Tullahoma Municipal Airport, Tullahoma, Tennessee from October 1 through October 5, 1980. Pilots are cautioned to be extremely alert for a high volume of VFR traffic and nonradio equipped aircraft operating in the vicinity of Tullahoma. Peak traffic is expected from mid-morning until sundown daily.

TULLAHOMA MUNICIPAL AIRPORT WILL BE CLOSED TO ALL ITINERANT OPERATIONS FROM 3 PM TO 5 PM CENTRAL DAYLIGHT TIME, DAILY DURING THE FLY-IN. Arrival delays of up to one hour can be expected daily between 5 p.m. and 7 p.m. due to a large number of departures from Tullahoma Municipal Airport during this time.

Student training flights are highly discouraged during this event. This includes student solo cross-country flights, touch and go landings, low approaches and practice instrument approaches.

CONTROL TOWER: The Tullahoma Temporary Control Tower will operate 12 hours per day during the EAA National Convention Fly-In, between 7 a.m. and 7 p.m. CDT. Primary frequencies are: ATIS 121.3; Tower 120.1; Local Tower 119.6; Ground Control 121.8.

VFR ARRIVALS: All inbound aircraft monitor the Tullahoma ATIS on 121.3 MHz when 20-30 miles from Tullahoma. The Tullahoma VFR Arrivals Procedures (SEE GRAPHIC) will be used at all times. Aircraft inbound to Tullahoma from 360° through 179° enter a Manchester Transition over the City of Manchester, Tennessee. Proceed westbound heading 270° toward Normandy Lake and monitor Tullahoma Tower on 120.1. Aircraft inbound to Tullahoma from 180° through 359°, enter a Shelbyville Transition over the City of Shelbyville, Tennessee. Proceed eastbound heading 080°toward Normandy Lake and monitor Tullahoma Tower on 120.1.

When traffic volume exceeds the airport acceptance rate, VFR holding will be issued approaching Normandy Dam. Aircraft on a Shelbyville Transition will be instructed to hold north of the Normandy Dam, left turns. (SEE GRAPHIC). Aircraft on a Manchester Transition will be instructed to hold southeast of Normandy Dam, left turns. (SEE GRAPHIC). Controllers at Normandy Dam will issue holding instructions or clearance to proceed to the airport DO NOT PROCEED PAST NORMANDY DAM WITHOUT ATC CLEARANCE.

Two altitude patterns will be available. On the Manchester Transition, one pattern will be at 2100 feet MSL for traffic up to one hundred ten miles per hour, and the other at 3100 MSL for those who need one hundred thirty miles per hour. On the Shelbyville Transition, one pattern will be at 2600 feet MSL for traffic up to one hundred ten miles per hour, and the other at 3600 feet MSL for traffic needing one hundred thirty miles per hour. Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so. Arrival controllers will provide sequencing and routing using your aircraft color and type as you approach Normandy Lake Dam. All aircraft must be in trail passing Normandy Dam. Straight in landing Runway 18 or left traffic to Runway 36 will be used. When Runway 36 is the active runway expect clearance to depart Normandy Dam heading 210° until over the railroad tracks and then turn left heading 180° for left downwind Runway 36 maintain an altitude of at least 2100 MSL until abeam the approach end of Runway 36. This will insure 500 ft. above the Fly By traffic which will be operating east to west at and below 1600 MSL northwest of the approach end of Runway 36. Contact Tullahoma Tower on 119.6 MHz when turning downwind heading 180°. Also, be alert for gyrocraft and hang gliders operating from the grass strip at the southwest corner of the airport. Runway 06/24 will be closed. Runway 14/32 will be closed to itinerant traffic during the entire period except daily for departures only between 5 p.m. and 7p.m. CDT. Fly By pattern traffic will be utilizing Runway 14/32 daily. The pilot must have obtained a current local briefing and proper credentials before permitted to use Runway 14/32.

Landing clearance will be issued by Tullahoma Tower located on the east side of Tullahoma Airport on 119.6 MHz. All landing traffic should be alert for possible radio or light signal wave-off from Tullahoma Tower or hand signals from controllers near the approach end of the runway in use. After landing, turn into the grass area as soon as possible, in the direction indicated by controllers and flagmen. Expeditious clearing of the runway is necessary due to continuous flow of arriving and departing traffic behind you.

NONRADIO EQUIPPED AIRCRAFT ARRIVALS: Nonradio equipped aircraft arriving at the EAA National Convention Fly-In shall follow the Tullahoma VFR

GHT SERVICE STATION SERVICES:

ther briefing and flight plan services will be provided at National
ther Service office located on the second floor of the terminal
lding. All pilots are expected to cancel their own flight plans.

OBATIC DEMONSTRATIONS:

ght demonstrations of an aerobatic nature and parachute jumping will
conducted from the surface to 10,000 ft. MSL on September 27, 1980, rain
e September 28, 1980. The Binghamton Airport will closed on Saturday,
tember 27, 1980, rain date September 28, 1980, from 1300 EDST to 1700
T. VFR traffic shall remain clear of the control zone during these
rs.

RVR...
RVRM.
RVRT...
RVRR...
RVV...
rwy....
Nr.....
S......
S......

ABBREVIATIONS—(Continued)

	runway visual range
	Runway Visual Range Midpoint
	Runway Visual Range Touchdown
	Runway Visual Range Rollout
	runway visibility values
	Runway
	number
S	
	south
	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

U.S. GOVERNMENT PRINTING OFFICE : 1980 O - 327-418 : QL 4

GHT INFORMATION PUBLICATION
ices To Airmen (Class II)

UNITED STATES
VERNMENT PRINTING OFFICE
PUBLIC DOCUMENTS DEPARTMENT
WASHINGTON, D.C. 20402

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Arrival Procedures (SEE GRAPHIC). Enter the appropriate Transition and if other aircraft are sighted, find an aircraft to follow to the airport and REMAIN IN TRAIL. Land only on Runway 18 or 36. Watch the Tower located on the east side of the airport just west of the hangar ramp area for a light. After landing turn into the grass area as soon as possible, in the direction indicated by controllers and flagmen. If you receive a red light from the tower or hand signals from controllers near the approach end of the landing runway, nonradio equipped aircraft are to leave the traffic pattern and reenter over Normandy Dam.

If there is any possibility that you might be coming to the EAA National Convention Fly-In in an aircraft without a radio, it is important that you place your name, aircraft type, identification number, address, ETA and the word NON-RADIO on a postcard and mail it to Nashville ATC Tower, Nashville Metropolitan Airport, Nashville, Tennessee, 37217. The receipt of the card will validate your authorization to operate without a radio while the temporary ATC Tower is in operation. The card also indicates that you have read and understand the above procedures. It is suggested that you sign and fill in the following and carry this "Non-Radio Equipped" procedure page with you while exercising this authorization.

____________________	____________	______________
Pilots Singature	Date Card Mailed	Aircraft Identification

Because of the temporary nature of the Control Tower, considerable delay may be encountered getting authorization to operate without a radio, by telephone.

VFR DEPARTURES: Before taxiing, monitor Tullahoma ATIS on 121.3 for taxi information. Contact Ground Control on 121.8 MHz for taxi instructions prior to entering any taxiway.

EXCEPTION: Aircraft parked in the grass EAA parking area should follow signs and flagmen to the runway. Radio equipped aircraft from this area should monitor Ground Control on 121.8 MHz while taxiing and "contact" Ground Control "only" if you need further information. To maximum extent feasible, from 7 a.m. CDT to 3 p.m. CDT Runways 18 or 36 will be used for itinerant departures. After the Airshow, between 5 p.m. CDT and 7 p.m. CDT, Runways 24 or 32 will also be used for itinerant departures. To expedite traffic you will be directed for an intersection departure on Runway 18 (3300 feet remaining) or Runway 24 (3700 feet remaining) when in a south operation or Runway 36 (4200 feet remaining) or Runway 32 (4200 feet remaining) when in a north operation. The ATIS will inform you whether to call the Tower or watch the FAA flagmen at the runway for takeoff clearance. Departures on Runway 18, 32 or 24 should maintain runway heading until three miles from the airport. Departures on Runway 36 should make a right turn eastbound after departure to avoid traffic on left downwind leg. Remain on an easterly heading until reaching 2000 MSL. Upon reaching 2000 MSL, if proceeding North or Northeast make a left turn and continue climb to 3600 MSL or above in order to be above arrival traffic inbound from Manchester at 3100 MSL. If proceeding west or northwest make a left turn and continue climb to 4000 or above in order to be above traffic inbound from Shelbyville at 3600 feet MSL. If proceeding Southeast, South or Southwest, upon reaching 2000 MSL make a right turn remaining east of the City of Tullahoma before proceeding on course. After departure, monitor Tullahoma Tower on 119.6 MHz, but do not call unless an emergency exists. Be alert for radio instructions on 119.6 MHz using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or to issue turns to avoid traffic.

All aircraft should be alert for Fly-By Aircraft operation west, northwest of the approach end of Runway 36 and south of Runway 14. Also be alert for gyrocraft and hang gliders operating from the grass runway at the southwest corner of the airport.

IFR ARRIVALS: Memphis Center will be clearing IFR traffic for a VOR approach and turning the aircraft over to Tullahoma Tower on 119.6 MHz. *Be prepared to* discontinue your approach on final in order to enter the VFR traffic pattern or a Shelbyville transition (SEE GRAPHIC). Arriving IFR traffic can expect lengthy holding delays. Since there is not a Control Zone established for the Tullahoma Municipal Airport, there could be VFR aircraft operating below 700 feet and clear of clouds with flight visibility as low as one mile.

IFR DEPARTURES: File your Flight Plan at least two hours prior to proposed departure time at the temporary FSS or with Nashville FSS using INWATS 1-800-342-5802. An IFR clearance will not be issued if the flight plan is not on file. IFR Flight Plans which have not been used will be cancelled two hours after the filed proposed departure time. When ready to taxi, contact Ground Control on 121.8 MHz and advise you are an IFR Departure. If you have not received your clearance and a departure release by radio prior to reaching the runway, taxi your aircraft to the IFR pre-departure holding areas which will be marked at departure runways. Allow other VFR aircraft to pass you for departure. In any case do not accept the FAA flagman's instruction to enter the runway or take off unless you have received a departure release by radio.

The line of VFR aircraft will be stopped to allow IFR traffic in these holding areas to depart as the releases are received from the Center.

FSS AT TULLAHOMA: Nashville FSS will operate a temporary Flight Service Station located in the Parish Aerodrome Hangar on the south side of the airport. Specialists will provide complete weather briefings/flight planning services as well as group briefings. In addition, public telephones will be strategically located throughout the aircraft parking areas with the local FSS number prominently posted.

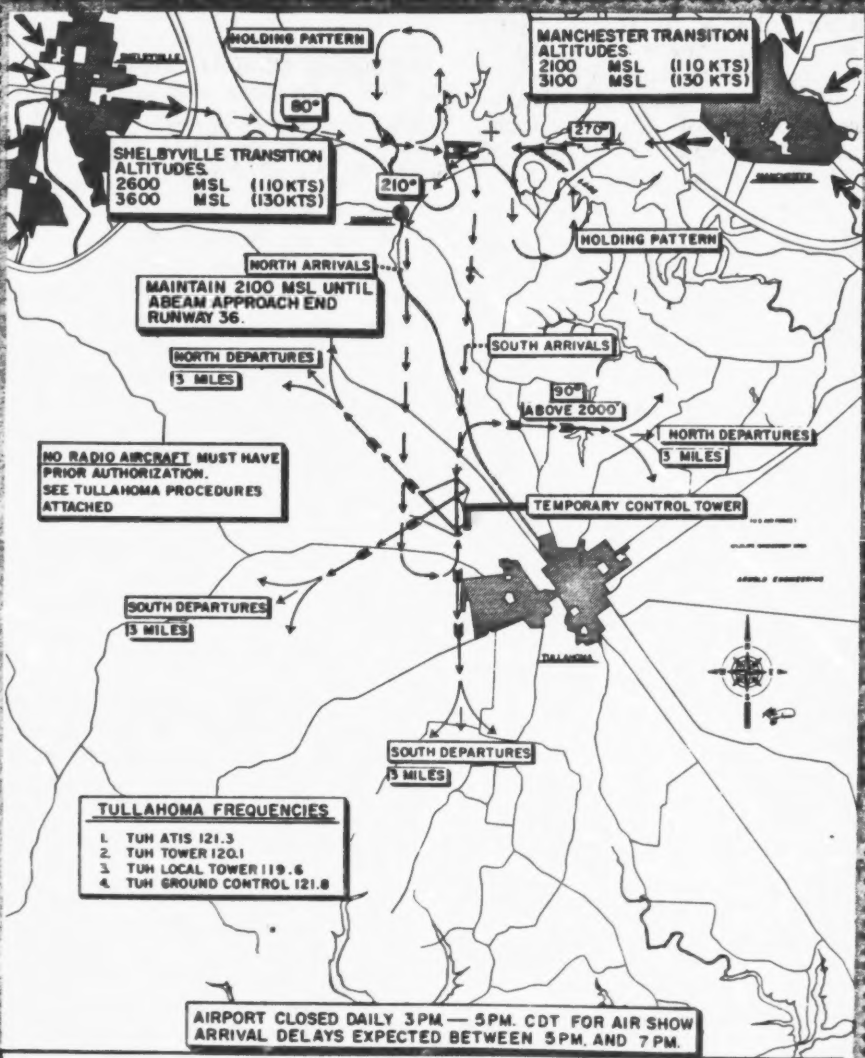
DAILY AEROBATIC DEMONSTRATIONS: Flight demonstrations of an aerobatic nature will be conducted daily between 3 p.m. and 5 p.m. CDT within a five nautical mile radius of the Tullahoma Municipal Airport, Tullahoma, Tn., from the surface to 7500 feet AGL, October 1 through 5, 1980. All traffic except scheduled aircraft shall remain clear of this area during these times.

VFR FLIGHT PLANS: All pilots are urged to file a flight plan.

INBOUND AIRCRAFT should close their flight plan either with Tullahoma Radio on 122.55 MHz, or in person, or by calling Nashville Radio on 122.1 and listen on Shelbyville VOR 109.0 MHz, or by calling Nashville FSS using INWATS 1-800-342-5802. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

OUTBOUND AIRCRAFT departing Tullahoma should file VFR flight plans with the temporary FSS and activate them on 122.55 MHz. If you wish to file after airborne, call Nashville Radio, transmit 122.1 and listen Shelbyville VOR 109.0 MHz.

TULLAHOMA 1980
VFR Arrival — Departure Procedures


HOLDING PATTERN
80°
MANCHESTER TRANSITION ALTITUDES.
2100 MSL (110 KTS)
3100 MSL (130 KTS)
270°
SHELBYVILLE TRANSITION ALTITUDES.
2600 MSL (110 KTS)
3600 MSL (130 KTS)
210°
HOLDING PATTERN
NORTH ARRIVALS
MAINTAIN 2100 MSL UNTIL ABEAM APPROACH END RUNWAY 36.
NORTH DEPARTURES
3 MILES
SOUTH ARRIVALS
90°
ABOVE 2000'
NORTH DEPARTURES
3 MILES
TEMPORARY CONTROL TOWER
SOUTH DEPARTURES
3 MILES
SOUTH DEPARTURES
3 MILES

NO RADIO AIRCRAFT MUST HAVE PRIOR AUTHORIZATION.
SEE TULLAHOMA PROCEDURES ATTACHED

TULLAHOMA FREQUENCIES

1. TUH ATIS 121.3
2. TUH TOWER 120.1
3. TUH LOCAL TOWER 119.6
4. TUH GROUND CONTROL 121.8

AIRPORT CLOSED DAILY 3PM — 5PM. CDT FOR AIR SHOW
ARRIVAL DELAYS EXPECTED BETWEEN 5PM. AND 7PM.

PROCEDURES

1. Monitor ATIS 121.3 MHZ.
2. Enter transition over Shelbyville or Manchester, proceed toward Normandy Lake.
3. Shelbyville traffic at 110KTS. should fly at 2600 MSL / 130 KTS. should fly at 3600 MSL.
4. Manchester traffic at 110KTS. should fly at 2100 MSL / 130KTS. should fly at 3100 MSL.
5. Call Tullahoma tower on 120.1 MHZ. turning inbound toward Normandy Lake.
6. Listen for controller instructions as you approach Normandy Lake. Traffic to follow, etc.". Controller will use color and type aircraft at Normandy Lake.
7. If holding is necessary use appropriate holding pattern at Normandy Lake.
8. Controller will advise when to call Tullahoma tower on 119.6 MHZ.

DEPARTURES

1. Use routes above. 2. Depart the area above 4000ft if possible. 3. After departure monitor tower 119.6 MHZ.

DO NOT GO BEYOND NORMANDY LAKE UNTIL APPROVED BY CONTROLLERS ON 120.1 MHZ

CONFEDERATE AIR FORCE AIRSHO '80
HARLINGEN, TEXAS

October 9, 10, 11, 12, 1980

Special Procedures at the Harlingen Industrial Airpark, Harlingen, Texas

Due to the heavy volume of air traffic expected at the Confederate Air Force Airsho '80, the Federal Aviation Administration will use the following procedures to maintain a safe and orderly flow to the Airpark. Pilots are cautioned to be extremely alert for a high volume of VFR traffic in the high performance category operating in the southern tip of Texas. Peak itinerant traffic is expected from 7 a.m. to 11:30 a.m. and 5 p.m. to 7 p.m. CDST, October 11 and 12.

HARLINGEN INDUSTRIAL AIRPARK WILL BE CLOSED TO ALL CIVIL ITINERANT OPERATIONS FROM 11:30 a.m. to 5 p.m. CDST DAILY FOR THE AIRSHOW. *REMAIN WELL CLEAR OF THE CONTROL ZONE DURING THIS PERIOD.* Satellite airports are located in the vicinity of Harlingen to accommodate arrivals while the airpark is closed.

STUDENT TRAINING flights are not permitted during the event. This includes student solo country flights, touch and go landings, low approaches and practice instrument approaches. Confederate Air Force WW II vintage aircraft will make sorties to various parts of the lower Rio Grande Valley during peak inbound traffic periods

CONTROL TOWER: The Harlingen Tower will operate 16 hours per day, from 0700 a.m. to 1100 p.m. *PRIMARY FREQUENCIES ARE:*

ATIS for LIGHT TWINS AND SINGLE ENGINE	126.0
ATIS for HEAVIER TWINS AND HI-PERFORMANCE	125.55
ATC MAY ASSIGN THIS FREQUENCY AS *FEEDER*	120.2
CONTROL TOWER (WEST)	119.3
CONTROL TOWER (EAST)	118.2
GROUND CONTROL	121.7
CLEARANCE DELIVERY	124.95

Traffic Patterns:

LIGHT TWINS AND SINGLE ENGINE AIRCRAFT SHALL APPROACH THE AIRPORT FROM OVER THE HARLINGEN VOR AT 800′ MSL. VFR HOLDING MAY BE NECESSARY NORTH OF THE VOR. PROCEED TO THE CHECKERED WATER TOWER IMMEDIATELY WEST OF THE AIRPORT, CROSS THE MIDDLE PORTION OF THE FIELD AND ENTER APPROPRIATE DOWNWIND LEG (east of airport), ACCORDING TO ATIS (frequency 126.0). TRAFFIC PATTERN ALTITUDE 800′ MSL.

HEAVY TWINS AND HIGH PERFORMANCE AIRCRAFT (cabin twins and larger) SHALL APPROACH THE AIRPORT FROM OVER THE HARLINGEN VOR AT AN ALTITUDE OF 1300′ MSL. VFR HOLDING MAY BE NECESSARY NORTH OF THE VOR. PROCEED TOWARD THE CHECKERED WATER TOWER IMMEDIATELY WEST OF THE AIRPORT, TURN TO THE APPROPRIATE DOWNWIND LEG (west of the airport) ACCORDING TO ATIS INFORMATION (frequency 125.55). *DO NOT DESCEND UNTIL WELL ESTABLISHED ON THE DOWNWIND LEG.* TRAFFIC PATTERN ALTITUDE 1300′ MSL.

VFR ARRIVAL PROCEDURES: All flights shall contact the Harlingen air traffic facility as per instructions on the appropriate ATIS. MONITOR THE ATIS FOR YOUR SIZE AIRCRAFT WHEN WITHIN 30 MILES OF THE AIRPARK. VFR HOLDING MAY BE NECESSARY NORTH OF THE HARLINGEN VOR. ALL AIRCRAFT MAKE RIGHT TURNS IN THE HOLDING PATTERN. PLAN ON A LARGE PATTERN BETWEEN THE VOR AND THE TOWN OF RAYMONDVILLE. CONTROLLERS WILL BE STATIONED AT THE VOR DURING PEAK INBOUND TRAFFIC PERIODS. AFTER BEING INSTRUCTED TO

PROCEED INBOUND, CHANGE TO APPROPRIATE CONTROL TOWER FREQUENCY AFTER PASSING THE VOR.

VFR DEPARTURES: MONITOR THE ATIS RELATIVE TO PARKING AREA. PEAK OUTBOUND TRAFFIC IS EXPERIENCED IMMEDIATELY AFTER EACH SHOW. EAST SIDE OF AIRPARK DEPARTURE ATIS *126.0.* WEST SIDE OF AIRPARK DEPARTURE ATIS *125.55.* DO NOT ATTEMPT TO TAXI BEFORE THE SHOW IS COMPLETE. EAST SIDE DEPARTURE CONTROL TOWER FREQUENCY IS *118.2.* WEST SIDE DEPARTURE CONTROL TOWER FREQUENCY IS *119.3.* IF YOU DEPART FROM THE *EAST* RUNWAY PROCEED 5 MILES EAST BEFORE PROCEEDING ON COURSE. IF YOU DEPART THE *WEST* RUNWAY PROCEED 5 MILES WEST BEFORE TURNING ON COURSE.

NON-RADIO AIRCRAFT: Aircraft not equipped with a functioning two-way radio will not be permitted between 9 a.m. and 6 p.m. Non-radio aircraft must obtain prior approval in writing from Harlingen Tower.

IFR FLIGHT PLANS: IFR flight during VFR weather is discouraged. Considerable delays can be expected on arrival and departure. Air files will not be accepted.

FLIGHT SERVICE STATION: A temporary flight service station will be located on the airport to expedite opening and closing flight plans. The pilot is still responsible for closing the flight plan.

Special Procedures at the Brownsville International Airport, Brownsville, Texas

VFR ARRIVAL PROCEDURES: All VFR flights shall contact Brownsville Tower 20 miles from the airport and proceed to the assigned outer arrival point as depicted on the enclosed map. Aircraft will be sequenced from these points to the airport traffic pattern or be asked to hold dependent upon traffic volume. DO NOT proceed beyond these outer points unless advised to do so by Brownsville Tower. Be alert to runway assignment.

1. Single engine aircraft report 20 miles from Brownsville Tower on frequency 118.9. Proceed to the ship turning basin at Port Brownsville. Hold between turning basin and Padre Island, left turns until Brownsville Tower issues sequence and clearance to the airport.

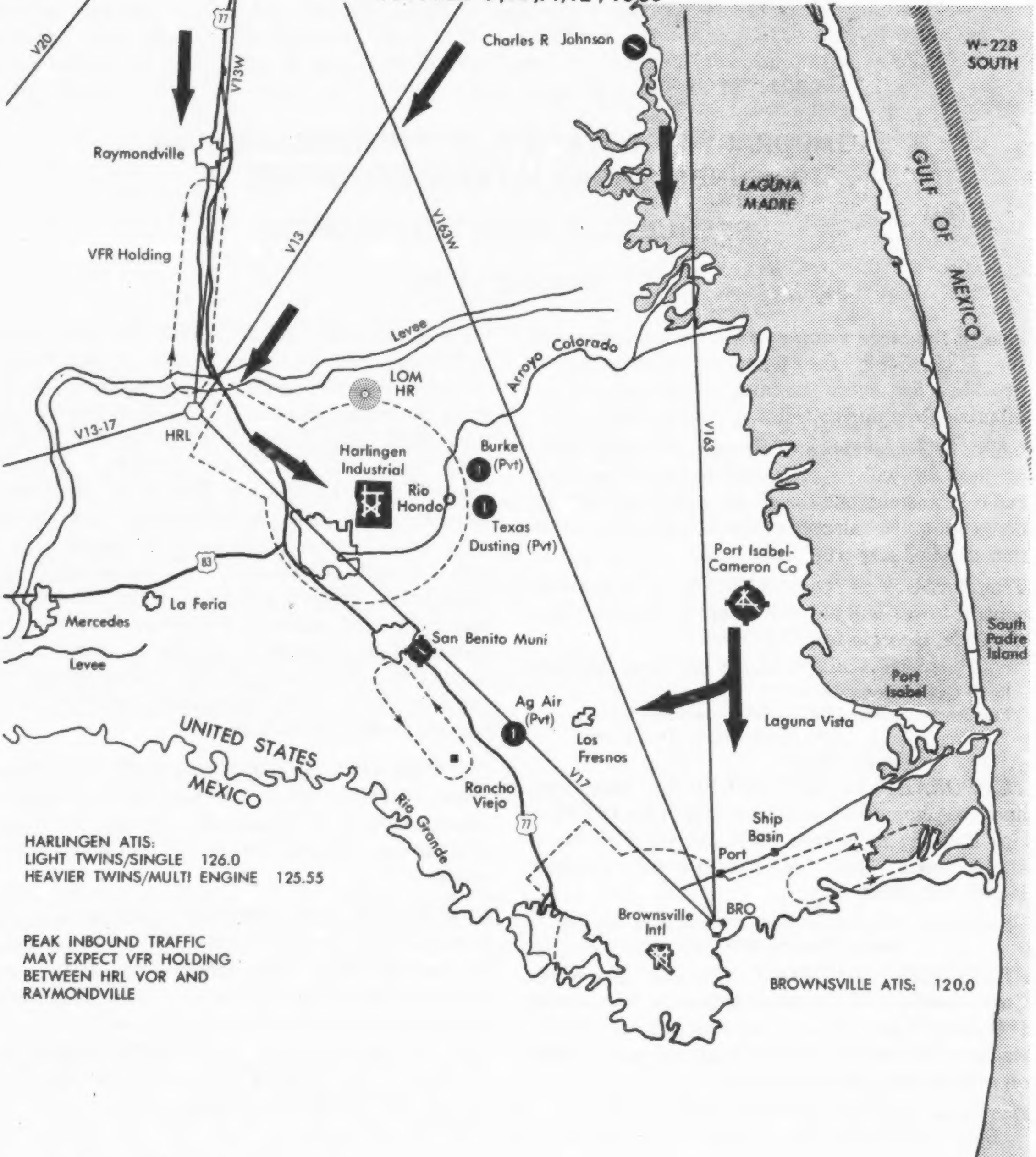
2. Multi engine aircraft report 20 miles from Brownsville to Brownsville Tower on frequency 118.9. Proceed to Rancho Viejo Country Club identified by large water tower painted like a Golf Ball. Hold northwest left turns until Brownsville Tower issues sequence and clearance to the airport.

ATIS: Pertinent information will be broadcast continuously on frequency 120.0 MHZ. It is imperative that all pilots operating at Brownsville International monitor the ATIS prior to contacting the control facility.

IFR: Considerable delays may be expected on IFR arrivals and departures because of non-radar environment. No air files will be accepted.

CONFEDERATE AIR FORCE AIRSHO '80 SPECIAL AIR TRAFFIC PROCEDURES AT HARLINGEN INDUSTRIAL AIRPARK AND BROWNSVILLE INTERNATIONAL

OCTOBER 9,10,11,12, 1980


V20
77
V13W
Charles R Johnson
W-228
SOUTH
Raymondville
LAGUNA
MADRE
GULF OF MEXICO
VFR Holding
V13
V163W
Levee
Arroyo Colorado
LOM
HR
V13-17
HRL
Harlingen
Industrial
Rio
Hondo
Burke
(Pvt)
Texas
Dusting (Pvt)
V163
Port Isabel-
Cameron Co
83
La Feria
Mercedes
Levee
San Benito Muni
South
Padre
Island
Port
Isabel
Ag Air
(Pvt)
Laguna Vista
Los
Fresnos
UNITED STATES
MEXICO
Rio Grande
Rancho
Viejo
V17
77
Ship
Basin
Port
BRO
Brownsville
Intl

HARLINGEN ATIS:
LIGHT TWINS/SINGLE 126.0
HEAVIER TWINS/MULTI ENGINE 125.55

PEAK INBOUND TRAFFIC
MAY EXPECT VFR HOLDING
BETWEEN HRL VOR AND
RAYMONDVILLE

BROWNSVILLE ATIS: 120.0

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

2 OCT 1980

TEMPORARY TOWER AND FLIGHT SERVICES FOR THE SUNBELT AGRICULTURAL EXPOSITION

SPENCE FELD, MOULTRIE, GEORGIA

October 13-16

Due to the large volume of air traffic anticipated for EXPO '80, the following information is provided for pilots planning to operate in the Moultrie area during October 13-16, 1980.

GENERAL: All types of aircraft, including aerial applicators, will be operating in the area. Keep radio transmissions brief to reduce frequency congestion. Be alert for traffic operating from uncontrolled airports in the area.

TEMPORARY ATC SERVICES: A temporary control tower will be operational at Spence Field, Moultrie, Georgia for EXPO '80.

Date/Time of Operation: October 13-16.....0800-1800 Local
Radio Call: "Spence Tower"
Frequencies: Tower 126.7 Initial Contact Inbound
119.4 Inside Airport Traffic Area
Ground 121.7

TEMPORARY FLIGHT SERVICES: Telephone lines to Albany FSS will be located in the Old Base Ops Building at Spence Field, Albany FSS has a state wide toll free telephone number 1-800-342-6650.

Frequencies: Transmit to Albany FSS on 123.6 or 122.1
Receive Moultrie VOR 108.8

APPROACH CONTROL: Valdosta Approach Control will provide Approach Control Service for IFR aircraft arriving and departing Spence Field. Radar Advisories for VFR aircraft will be provided on a workload permitting basis.

Frequencies: 124.6 East side of Valdosta
126.6 West side of Valdosta

VFR ARRIVAL PROCEDURES: Two way radio will be required. All aircraft contact Spence Tower 15 miles from the airport on 126.7, when 5 miles from the airport monitor 119.4 and report turning downwind. All aircraft will enter the airport traffic area from the Northeast quadrant, aircraft inbound from the South or West circle the airport beyond 5 miles until you are North or East. Unless otherwise directed by the tower, make all entries into the traffic pattern on the downwind leg. A left hand traffic pattern will be used for Runway 14 and right hand pattern for Runway 32. Pilots are requested to maintain a pattern as close to the airport boundary as operating characteristics of the aircraft will safely allow and to maintain safe spacing behind aircraft ahead.

IFR DEPARTURE PROCEDURES: IFR flight plans should be filed at least one hour before estimated time of departure. Aircraft departing IFR advise Ground Control on 121.7 on initial contact.

VFR DEPARTURE PROCEDURES: VFR flight plans should be filed with Albany FSS by telephone in the Old Base Ops Building in advance of expected departure times to avoid frequency congestion and delays. Contact Ground Control on 121.7 for taxi instructions. DO NOT CALL THE TOWER FOR TAKEOFF until you are ready for takeoff and NUMBER ONE in position to take the runway.

Special Procedures for Broome County Airport Air Show

Due to the heavy volume of air traffic expected during the Broome County Airport Air Show, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic operations for this airport on September 27, 1980, rain date September 28, 1980.

Due to the anticipated large volume of traffic, student training flights will be curtailed at Broome County Airport on Saturday, September 27, 1980, rain date September 28, 1980. This includes student cross country flights, touch and go landings, and practice instrument approaches.

In accordance with FAR 91.87, non-radio equipped aircraft are not authorized in the control zone, unless they are part of the static display and have prior approval to enter the control zone.

VFR ARRIVALS:

All aircraft inbound to Broome County on September 27, 1980, rain date September 28, 1980, between the hours of 0700 and 1700 EDST will contact Binghamton Approach Control on 118.6 Mhz for landing instructions. Aircraft inbound from the northwest, west, and southwest can expect to be directed to the Binghamton VOR for holding. All aircraft inbound from the north through the east and southeast can expect to be directed to either the Whitney Point Reservoir, and/or the Greene Intersection for holding. All aircraft can be expected to be directed to the traffic from these points.

NOTE: Either runway 16 or runway 34 will be the runway(s) in use depending on the prevailing winds. Runway 10/28 will be closed. Radar service will be provided to the extent possible commensurate with the flow of traffic.

Between 1700 and 1730 EDST on September 27, 1980, rain date September 28, 1980, arrival aircraft can expect a 15 to 20 minute delay.

VFR DEPARTURES:

After the air show, all aircraft monitor 121.9 Mhz while taxiing. Wind, active runway, and altimeter will be issued on 121.9 Mhz at regular intervals. Follow the directions of the government vehicle and signs to the active runway, monitor 119.3 Mhz when ready for takeoff. Do not call the tower for takeoff clearance. Tower controllers will issue clearance via radio and/or signs.

IFR DEPARTURES:

IFR departures will get their IFR clearance on 121.9 Mhz. Immediately following the air show, IFR departures can expect delays due to the large volume of departing VFR traffic.

Item 431-C-5
continued

TD 4.12/2:980/20

328-717
415

CLASS TWO NOTAMS

* 9323

J.H.

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en-route IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing Syst
MM	middle mar ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF SEPTEMBER 18, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESSS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly Clsd. (8/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights Rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 Clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 Clsd. (4/79)

CALIFORNIA

ARCATA: VOR unusable 090-150 beyond 20 NM below 11000. (10/80)

BURBANK-GLENDALE-PASADENA ARPT: Rwy 07-25 Clsd until 10/24. (8/80) GS Rwy 07 OTS until 10/21. (10/80)

LAKE HUGHES VORTAC: Until 4/1/81 Avoid flying below 3000 ft AGL over or near the California Condor nesting area located within 10 miles west (180-360) of the Lake Hughes VORTAC. (7/80)

LIVERMORE: Ctlz hrs are 0700-2200 daily. (9/80) 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80)

LOS ANGELES INTL: Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)

RED BLUFF, RED BLUFF MUNI ARPT: Men & Equip south end Rwy 15-33 daylgt hours until 11/30. (9/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 10/26. (6/80) Rwy 09-27 edge lgts and cntrln temply dsplcd either N or S & Rwy width reduced to 150 ft vice 200 ft. Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. ATCT hrs 0600-2400 until 12/15. Arpt Clsd B747/L500/C5A

SAN LUIS OBISPO COUNTY ARPT: Rwy 07/25 Clsd indefly. (10/80)

SOUTH LAKE TAHOE, LAKE TAHOE ARPT: Thr Rwy 36 dsplcd 2044 ft. (9/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 123.0. (9/80)

DENVER STAPLETON INTL ARPT: LOC BC Rwy 17R unusable. (8/80)

GRAND JUNCTION: NDB unusable beyond 15 NM. (10/80)

CONNECTICUT

GROTON/NEW LONDON: Ctlz hrs are 0700-2300. (10/80)

NEW HAVEN: Vor unusable beyond 20 NM below 2700 feet. (10/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 532 ft cranes 2.4 miles NW of arpt. (7/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 17 VASI OTS 11-1/11-15. Rwy 35 VASI OTS 11-16/11-30. (8/80)

CROSS CITY ARPT: Boundary lgts operate dusk-dawn but are unreliable & subject to numerous failures. (9/80)

KEY WEST INTL ARPT: Unicom freq 122.95. (9/80)

ORLANDO INTL ARPT: ILS Rwy 36R CAT 2 NA. (10/80)

MIAMI INTL ARPT: Rwy 12-30 Clsd B747 tkoffs UFN. (4/80)

ST PETERSBURG/CLEARWATER INTL ARPT: Thr Rwy 17R dsplcd 400 ft. (10/80)

TITUSVILLE GEIGER LAKE: NDB OTS until 12/31. (10/80)

VENICE VENICE MUNI ARPT: Unicom freq 122.7. (9/80)

GEORGIA

MOULTRIE: Ctlz hrs are 0930-1830 daily. (10/80)

SAVANNAH HUNTER: VOR "SVN" OTS until 10/30. (9/80)

VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

BURLEY MUNI ARPT: Unicom freq 122.8. (9/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts Rwy 11-29 OTS 2200-0600 daily. (4/80)

McCALL, McCALL ARPT: Arpt Clsd CAB certificated non-scheduled ACR opns without PP. (9/80)

ILLINOIS

CHICAGO O-HARE INTL ARPT: ILS Rwy 22L OTS until 10/10. (9/80)

LITCHFIELD: NDB "LTD" OTS until 10/24. (9/80)

KANKAKEE: VOR "IKK" OTS 10/21-11/14. (10/80)

OTAWA ARPT: Unicom freq 122.7. (9/80)

INDIANA

CRAWFORDSVILLE: NDB OTS until 11/10. (10/80)

GALVESTON ARPT: Arpt permly Clsd. (8/80)

GREENFIELD POPE FIELD: Rwy 09-27 Clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

LAPORTE MUNI ARPT: Freq 135.2 decom. (9/80)

LAFAYETTE HALSMER ARPT: Unicom freq 123.0. (9/80)

MICHIGAN CITY MUNI ARPT: Freq 135.2 decom. (9/80)

IOWA

LEMARS MUNI ARPT: Rwy 18-36 3850 ft by 75 ft. (9/80)

MOUNT PLEASANT: NDB "MPZ" OTS until 10/15. (10/80)

MUSCATINE MUNI ARPT: Rwy 05-23 4700 ft by 100 ft. (10/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

KANSAS

COLBY: NDB "CBK" OTS until 10/15. (10/80)

GOODLAND: Effective 10/11 Ctlz will be in operation 24 hours. (10/80)

KANSAS CITY FAIRFAX MUNI ARPT: Rwy 13-31 Rwy lgts OTS & Rwy Clsd UFN. (9/80)

LEAWOOD STATE LINE ARPT: Arpt permly Clsd. (9/80)

OLATHE JOHNSON COUNTY: VOR "OJC" OTS until 10/10. (10/80)

WICHITA MID CONTINENT ARPT: ALS Rwy 19R OTS until 12/1. (9/80)

KENTUCKY

CAMPBELLSVILLE TAYLOR COUNTY ARPT: Unicom freq 122.7. (10/80)

PIKESVILLE-PIKE COUNTY ARPT: Unmarked wires 1/2 mile S of arpt in apch area and 1 mi NW of arpt. Wires extrmly difficult to see. Pilots unfamiliar with area should request briefing from HTS. (9/80)

LOUISIANA

ALEXANDRIA ESLER REGIONAL ARPT: Rwy 14-32 Clsd indefly. (10/80)

BATON ROUGE RYAN ARPT: ALS Rwy 13 & 31 and RVR Rwy 13 OTS until 12/10. Rwy 13-31 Clsd until 12/10. (9/80)

JONESBORO ARPT: Arpt Clsd UFN. (7/80)

LEESVILLE FT. POLK-LEE ARPT: Ctlz hrs are 0500-2300 daily. (9/80)

RUSTON: VOR unusable 010-023;212-325;067-105. (10/80)

SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

PRINCETON: DME unusable 300-330 degrees below 4500 ft. within 25 NM. (10/80)

MARYLAND

FREDERICK MUNI ARPT: LOC & GS Rwy 23 OTS until 12/31 (9/80) Unicom freq. 123.0. (10/80)

MASSACHUSETTS

LAWRENCE MUNI ARPT: Ctlz hrs 0900-1700 daily. (9/80)

MICHIGAN

GRANT, GRANT ARPT: Rwy 14-32 Clsd until 2/82. (9/80)

IRON MOUNTAIN/KINGSFORD: Ctlz hrs are 0600-2200 daily. (10/80)

IRONWOOD: Ctlz hrs are 0500-2200 daily. (10/80)

MANISTEE MANISTEE CO-BLACKER ARPT: PPR for unsked CAB Cert acft. (9/80)

SAGINAW HARRY BROWN ARPT: Rwy 05-23 Clsd UFN. (8/80)

SAULT STE MARIE, CHIPPEWA COUNTY INTL ARPT: VASI OTS indefly. (7/80)

TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 122.95. (10/80)

TROY BIG BEAVER APRT: Cranes w/100 ft booms oper 200 ft west & 150 ft south Rwy 18-36 Mon-Fri dawn till 2100. Booms lowered other hours. Rwy 18-36 Clsd drng hours cranes are oper. (9/80)

MINNESOTA

BEMIDJI: Ctlz hrs are 0600-2100 daily. (10/80)

BRAINERD: Ctlz hrs are 0600-2100 daily. (10/80)

DULUTH INTL ARPT: LOC Rwy 09 unusable MM inbound. (10/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

MINNEAPOLIS FLYING CLOUD ARPT: LOC Rwy 09R unusable byd 30 deg North of Cntrln. (10/80)

WORTHINGTON: Ctlz hrs are 0545-2000 Mon-Sat & 0800-2000 Sun. (10/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT: Unicom freq 122.8. (10/80)

GULFPORT - BILOXI REGIONAL ARPT: Twr & Ctlz hours 0530-2330. (10/80)

LOUISVILLE WINSTON COUNTY ARPT: Rwy 17-35 4250 ft by 75 ft. (10/80)

MISSOURI

CARROLLTON MEMORIAL ARPT: Rwy 17-35 2590 ft by 52 ft. (9/80)

CUBA: NDB OTS until 10/15. (10/80)

FESTUS MEMORIAL ARPT: Unicom freq 122.8. (9/80)

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

MONTANA

GLASGOW: VOR "GGW" OTS until 12/25. (10/80)

LIVINGSTON: Ctlz hrs are 0600-2200 daily. (9/80)

NEBRASKA

ALLIANCE MUNI ARPT: Rwy 04-22 permly Clsd. (9/80)

RED CLOUD MUNI ARPT: Arpt Clsd until 10/15. (8/80)

NEVADA

TONOPAH TONOPAH ARPT: Arpt Clsd nights until 11/1. (9/80)

RENO CANNON INTL ARPT: Rwy 16-34 Clsd 2400-0600 Mon-Fri until 11/1. (10/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL Rwy 02-20 OTS. (1/80)
WOLFEBORRO LAKES REGICN ARPT: Rwy 12R-30L Clsd UFN. (7/80)

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)
MANVILLE, KUPPER ARPT: Unicom freq 122.7. Thr Rwy 07 dsplcd 300 ft. Thr Rwy 25 dsplcd 340 ft. (9/80)
MOUNT HOLLY BURLINGTOK COUNTY ARPT: Rwy 08-26 3908 ft by 50 ft. (9/80)

NEW MEXICO

ALAMOGORDO, ALAMOGORDC-WHITE SANDS REGIONAL ARPT: PPR for unsked CAB certificated ACR opns. (9/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80) ILS Rwy 19 CTS until 11/1. (10/80)
LAKE PLACID ARPT: Arpt Clsd nights. (2/80)
ODGENSBURG, ODGENSBURG INTL ARPT: Arpt Clsd CAB certificated ACR opns 2230-0500 Sun-Fri & 1530-0800 Sat excp two hours PP. (9/80)
PERRY PERRY-WARSAW ARPT: Arpt Clsd UFN. (9/80)
SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 Clsd UFN. (5/80)

NORTH CAROLINA

ASHEVILLE ASHEVILLE MUNI ARPT: Rwy 16-34 8000 ft by 150 ft. (9/80)
CHARLOTTE DOUGLAS MUNI ARPT: Unicom freq 122.95. (10/80)
RALEIGH DURHAM ARPT: Rwy 14-32 Clsd UFN. (10/80)
STATESVILLE MUNI ARPT: Unicom freq 123.0. (9/80) Rwy 10-28 4800 ft by 100 ft. (9/80)

NORTH DAKCTA

NO NOTICES THIS ISSUE

OHIO

CADIZ HARRISON COUNTY ARPT: Rwy lights OTS UFN. (4/80)
CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.
CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 Clsd. (9/79)
CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 Clsd UFN. (6/80)
COLUMBUS BOLTON FLD: Ctlz hrs are 0800-0100 Sun-Thur. 0800-2200 Fri-Sat. (10/80)
COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R Thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)
DAYTON INTL ARPT: Rwy 06L-24R Clsd; ALS & ILS Rwy 06L-24R OTS. (8/80) ILS Rwy 06L CAT 2 NA. (8/80)
OTTAWA: Unicom freq 122.7. (9/80)
STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)
TROY SKYPARK ARPT: Arpt Clsd UFN. (7/80)
URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)
YOUNGSTOWN MUNI ARPT: REIL's Rwy 05 & 23 OTS UFN. (8/80) GS Rwys 14 & 32 OTS until 11/8. (9/80) Rwy 14-32 Clsd until 11/8. (9/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights Rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80)
CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)
PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80) Rwy lgts OTS until 1/82 (10/80)
TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

McMINNVILLE MUNI ARPT: Unicom freq. 122.75. (9/80)
MEDFORD, MEDFORD-JACKSON COUNTY ARPT: Unicom freq 122.95. (9/80)

PENNSYLVANIA

BRADFORD ARPT: VOR unusable 145-156 beyond 15 NM; 156-220 beyond 10 NM; 220-247 beyond 30 NM below 6000 ft; 247-262 beyond 15 NM below 7000 ft. (9/80)
COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; Thr Rwy 29 dsplcd 298 ft UFN. (8/80)
CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)
FORT INDIANTOWN GAP: Ctlz hrs are Wed-Fri 0800-2300; Sat-Tues 0800-1630 excluding Federal legal holidays. (9/80)
FRANKLIN CHESS-LAMBERTON ARPT: Unicom freq. 122.7. (10/80)
PHILIPSBURG: Ctlz hrs are 0600-2300 Sun-Fri & 0600-2100 Sat. (10/80)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)

POTTSVILLE SCHUYLKILL COUNTY ARPT: Arpt Clsd nights; SW 900 ft Rwy 04-22 Clsd UFN. (8/80) Rwy 11-29 Clsd UFN. (9/80)
SHARON ARPT: Arpt Clsd UFN. (10/80)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 Clsd 2300-0600 excp Fri-Sat UFN. (8/80)

PUERTC RICO

NO NOTICES THIS ISSUE

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

NO NOTICES THIS ISSUE

SOUTH DAKCTA

BROOKINGS MUNI ARPT: Ctlz hrs are 0600-2230. (9/80)
RAPID CITY REGIONAL ARPT: LOC Rwy 32 OTS until 11/27. (10/80)

TENNESSEE

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REIL's/VASI Rwy 15/33 OTS indefly. (7/80)
LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80)
MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 Clsd indefly. (7/80)

TEXAS

ARCHER CITY MUNI ARPT: Unicom freq 122.8. (9/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 Clsd tkoff and lndgs; Rwy 2 open days only UFN. (4/80)
COLUMBUS ARPT: Rwy 13-31 Rwy lights OTS UFN. (4/80)
HARLINGEN INDUSTRIAL AIRPARK: Rwy 17R-35L Clsd UFN. (8/80)
HOUSTON WILLIAM P. HOBBY ARPT: ILS Rwy 04 OTS 10/8-10/19. (10/80)
LUBBOCK INTL ARPT: Rwy lights Rwy 08-26 OTS indefly excp High intst. (7/80)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
OLNEY MUNI ARPT: Rwy 35 Thr dsplcd 825 ft nights only. (9/80)
PEARLAND ARPT: Unicom freq 123.05. (9/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)
HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 Clsd indefly. (5/78)
MARTINSVILLE BLUE RIDGE ARPT: Unicom freq. 122.7. (10/80)
RICHMOND RICHARD EVELYN BYRD ARPT: Rwy 02-20 Clsd until 10/15. (9/80)
SOUTH HILL MECKLENBURG-BRUNSWICK REGIONAL ARPT: Unicom freq. 122.8. (9/80)
WISE LONESOME PINE APRT: VOR "LNP" unusable 220-270 and 065-075. (10/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave-in at NE end of Rwy 23 500 ft from end of ARwy to 15 1/2 ft off end of Rwy. (4/80) NE 800 ft Rwy 05-23 Clsd. Arpt Clsd nights. (7/80)

WISCONSIN

BELOIT ARPT: Unicom freq 122.7. (10/80)
EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)
JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd UFN. (9/80)
MOSINEE: Ctlz hrs are 0600-0045 daily. (10/80)
NEW RICHMOND: NDB "RNH" OTS until 10/16. (10/80) (9 15740) (10 173-31)

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1653 SEPTEMBER 18, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABCVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
*----------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1108 FI/P CORRECT US GOVT ENROUTE LCW ALT CHART L-23 PANEL A EFF 10 JULY 1980. ECN VORTAC FREQ 113.2 AND CHANNEL 79 VICE 116.1 AND CHANNEL 108.

FDC 0/1232 FI/T /DEC /DECATUR, DECATUR IL. NDB RWY 6 AMDT 1 SI MINS ALL CATS NA.

FDC 0/1376 FI/T /ORD/ CHICAGO-O'HARE INTERNATIONAL CHICAGC IL. ILS RWY 9L AMDT 4 SI LOC RWY 9L MDA 1140 FT HAT 482 FT ALL CATS VIS CAT D RVR 5000. ILS RWY 9R AMDT 10 SI LOC RWY 9R MDA 1140 FT HAT 475 FT ALL CATS. NDB RWY 9R AMDT 12 SI MDA 1200 FT HAT 535 FT ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES.

INDIANA

FDC 0/1486 FI/T /GYY/ GARY MUNI GARY IN. ILS RWY 30 ORIG SI LOC VIS CAT A B C 3/4 CAT D 1 MILE. ADD PROCEDURAI DATA NOTES ACTIVATE MALSR RWY 30 - 126.3 INCREASE SI LOC VIS CAT A AND B 1/4 MILE CAT C AND D 1/2 MILE FOR INOPERATIVE MALSR. NDB RWY 30 AMDT 3 VIS CAT A AND B 3/4 MILE CAT C 1 1/4 MILE CAT D 1 3/4 MILE. ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3. VCR/DME RWY 2 AMDT 2 ADD PROCEDURAL DATA NCTE ACTIVATE MAISR RWY 30 - 126.3.

MICHIGAN

FDC 0/648 FI/T /1G2/ NATIONAL WESTLAND MI. VOR-A AMDT 4 PROC NA.

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

*FDC 0/1545 FI/T /GLR/ OTSEGO COUNTY GAYLORD MI. VOR RWY 9 ORIG & VOR RWY 27 ORIG PROCS NA.

*FDC 0/1547 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS MI NDB-A AMDT 1 TRML ROUTES DSTC BFA NDB TO BOBYE INT 4.8 AND FAF GOYBE INT TO THRESHOLD 4.8 NM.

*FDC 0/1559 FI/P /LAN/ CAPITAL CITY, LANSING, MI. NDB RWY 27L AMDT 18 CORRECT US GOVT CHART /AL-224/ CHANGE NAME OF LA LOM FROM LAWED TO ARTDA.

*FDC 0/1560 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT, MI. ILS RWY 3R AMDT 3 STRAIGHT-IN ILS 3R DH 834/HAT 200 ALL CATS. VIS CAT A B C RVR 1800 CAT D RVR 2000. STRAIGHT-IN LOC 3R VIS CAT A B RVR 2400 CAT C RVR 5000 CAT D RVR 6000. STRAIGHTIN LOC 3R DUAL VOR/RADAR MINIMA VIS CAT A B C RVR 2400 CAT D RVR 4000. PROC DATA NOTES ADD CAT D STRAIGHT-IN 3R DUAL VOR/RADAR MINIMA VIS INCREASED TO RVR 5000 FOR INOP MM.

*FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

*FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

*FDC 0/1581 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 3 ADD PROC DATA NOTE RADAR REQUIRED.

*FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1598 FI/T /3HE/ LIVINSGON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1599 FI/T /0G9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

*FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1603 FI/T /ARB/ ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 8 VOR RWY 24 AMDT 7 MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY. DETROIT,MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

*FDC 0/1638 FI/T /AZO/ KALAMAZOO MUNI KALAMAZOO MI. RADAR-1 AMDT 4 NDB RWY 34 AMDT 13 VOR RWY 17 AMDT 11 VOR RWY 35 AMDT 11 SI MINS NA.

*FDC 0/1639 FI/T /2G5/ GROSSE ILE MUNICIPAL DETROIT/ GROSSE ILE MI. VOR-A AMDT 1 NIGHT MINS NA.

*FDC 0/1643 FI/T /TVC/ CHERRY CAPITAL/TRAVERSE CITY/MI. NDB RWY 28 AMDT 4 FROM 0600 TO 1700 LOCAL TIME SI RWY 28 VIS CAT A 1 MILE CAT B 1 1/4 MILE CAT C 2 1/4 MILE CAT D 2 1/2 MILE. FROM 1700 TO 0600 LOCAL TIME NDB RWY 28 PROC NA. ILS RWY 28 AMDT 5 FROM 0600 TO 1700 LOCAL TIME SI ILS RWY 28 VIS CAT A/B/C/D 3/4 MILE. SI LOC RWY 28 VIS CAT A 1 MILE CAT B 1 1/4 MILE CAT C 2 1/4 MILE CAT D 2 1/2 MILE. FROM 1700 TO 0600 LOCAL TIME ILS RWY 28 PROC NA.

*FDC 0/1647 FI/T /PLN/ EMMET COUNTY PELLSTON MI. ILS RWY 32 AMDT 3 SI ILS RWY 32 DH 959 HAT 250 VIS 3/4 MILE ALL CATS. SI LOC RWY 32 VIS 3/4 MILE CAT A AND B. PROC DATA NOTE ADD VIS A AND B INCREASED 1/4 MILE FOR INOP MALSR. LOC/VOR MINIMA SI LOC RWY 32 VIS 3/4 MILE CAT A B AND C. PROC DATA NOTE ADD LOC/ VOR MINIMA VIS CAT A B AND C INCREASED 1/4 MILE FOR INOP MALSR. PROC DATA NOTE ADD AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA.

OHIO

*FDC 0/1541 FI/T /CGF/ CUYAHOGA COUNTY, CLEVELAND, OH. NDB RWY 23 AMDT 1 VOR RWY 23 AMDT 1 AND RNAV RWY 23 AMDT 6 STRAIGHT-IN MINS NA FROM 0800-1630 LOCAL TIME.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1331 FI/P /HYR/ HAYWARD MUNI HAYWARD WI. VOR RWY 2 AMDT 2 VOR RWY 20 AMDT 2. DELETE TERMINAL ROUTE GRASS INT TO HYR VOR. NDB RWY 20 AMDT 7 CORRECT COURSE AND DISTANCE TO GRASS INT TO SLY NDB 215/18.4. THIS IS VOR RWY 02 AMDT 03 VOR RWY 20 AMDT 3 AND NDB RWY 20 AMDT 8.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/684 FI/T REGARDING AMDT 291 TO PART 95 IFR ALTITUDE EFFECTIVE 15 MAY 1980. V99

BETWEEN EAGRE INT CONN TO LAYER INT CONN. MEA 3000 FT MOCA 2300 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

DISTRICT OF COLUMBIA

FDC 0/1065 FI/T /DCA/ WASHINGTON NATIONAL/ WASHINGTON/ D.C. ILS RWY 36 AMDT 30 CAT II NA. VOR RWY 15 AMDT 4 SI AND CIRCLING VIS CAT C 21/2 CAT D 23/4. ALTN MINIMUMS 900 23/4. DUAL VOR OR VOR/ DME MINIMUMS SI AND CIRCLING MDA 780/ HAT/HAA 765 ALL CATS. VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 23/4. VOR/ DME RWY 18 AMDT 4 SI RWY 18 MDA 780/ HAT 767 ALL CATS CIRCLING MDA 780 HAA 765 ALL CATS. SI AND CIRCLING VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. RADAR-1 AMDT 20 ASR RWY 15 MDA 780 HAT/HAA 765 ALL CATS VIS CAT B 11/4 CAT C 21/4 CAT D 21/2. ALTN MINIMUMS CAT C/D 800 21/2. LDA RWY 18 AMDT 8 ALL SI AND CIRCLING VIS CAT C/D 3. ALTN MINIMUMS CAT C/D 1100-3. TAKEOFF MINIMUMS RWY 33/ 36 500-1 OR STANDARD WITH MINIMUM CLIMB OF 272 FT 1 NM TO 600 FT.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,V 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

*FDC 0/1552 FI/T /3B1/ CORRECT US GOVT CHANGE NOTICE EFFECTIVE SEP 4 1980 IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES BY ADDING GREENVILLE MUNI, GREENVILLE ME. TAKEOFF MINIMUMS; RWY 3, 800-1; RWYS 14/21/32, STANDARD. IFR DEPARTURES PROCEDURES; RWYS 3 AND 32 CLIMB DIRECT XQA NDB, CONTINUE CLIMB TO 3400 FEET VIA XQA BEARING 020 DEG BEFORE PROCEEDING ON COURSE. RWYS 14 AND 21; CLIMB RWY HEADING TO 2000 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET OR ABOVE DIRECT XQA NDB BEFORE PROCEEDING ON COURSE.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

FDC 9/1141 FI/T (B19) BIDDEFORD MUNI BIDDEFORD ME. VOR-A AMDT 2 RADAR-1 ORIG PROC NA AT NIGHT.

MARYLAND

FDC 0/1427 FLIGHT RESTRICTION 1.5 NAUTICAL MILE RADIUS OF THE PATUXENT RIVER MD. /PXT/ VORTAC 110 DEGREE RADIAL AT 017 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. LASER BEAM OPERATIONS. LASER BEAM MAY POSSIBILY BE INJURIOUS TO PILOTS EYES IN FLIGHT WITHIN 6000 FEET OF LIGHT SOURCE. SALISBURY MD. /SBY/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES THRU 10/20 1315-1515/1715-1915 DAILY.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

*FDC 0/1549 FI/P /EWB/ NEW BEDFORD MUNI NEW BEDFORD MA. ILS RWY 5 AMDT 15. CORRECT US GOVT CHART /AL-644/ BY CHANGING TCH TO 35 FEET.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

*FDC 0/1595 FI/T /EEN/ DILLANT-HOPKINS, KEENE,NH ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25: CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PLANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1405 FI/P /AGC/ ALLEGHENY COUNTY PITTSBURGH PA. ILS RWY 9 ORIG REDESIGNATED ILS RWY 10 AMDT 1. ILS RWY 27 AMDT 23 REDESIGNATED ILS RWY 28 AMDT 24. TERMINAL ROUTE ALTITUDE MKP NDB TO MIFFY OM 2600 FT, MINIMUM ALTITUDE AT MIFFY OM 2600 FT. NDB RWY 9 AMDT 5 REDESIGNATED NDB RWY 10 AMDT 6. TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT. NDB RWY 27 AMDT 19 REDESIGNATED NDB RWY 28 AMDT 20. RNAV RWY 9 AMDT 3 REDESIGNATED RNAV RWY 10 AMDT 4. TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT, LEENO WAYPOINT TO 5 ALONG TRACK DISTANCE FROM MAWP CHANGE COURSE/ DISTANCE TO 097/3. VOR RWY 5 AMDT 8 TERMINAL ROUTES CHANGE NAME WATTS INT TO WISKE INT, NESTO INT TO AGC VORTAC CHANGE COURSE/DISTANCE TO 294/15.9. IFR TAKEOFF MINIMUMS: FAR 135 AUTHORIZATION RWY 28 RVR 2400 RWY 10 3/4 MILE.

FDC 0/1472 FI/T /CXY/ CAPITAL CITY, HARRISBURG, PA. VOR RWY 12 AMDT 14 PROC NA.

FDC 0/1513 FI/P /2G7/ NEW CASTLE MUNI NEW CASTLE, PA. NDB RWY 22 ORIG REDISIGNATED NDB RWY 23 AMDT 1. IFR TAKEOFF MINIMUMS RWY 05/23/31 STANDARD. RWY 13 200-1 OR STANDARD WITH MINIMUM CLIMB OF 320 PER NM TO 1300.

#FDC 0/1542 FI/P /2G7/ NEW CASTLE MUNI, NEW CASTLE PA. NDB RWY 22 ORIG REDESIGNATED NDB RWY 23 AMDT 1. IFR TAKEOFF MINIMUMS RWY 05/23/31 STANDARD. RWY 13 300-1 OR STANDARD WITH MINIMUM CLIMB OF 320 FEET PER NM TO 1300 FEET.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/697 FI/T /MSY/ NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS LA. ILS RWY 1 AMDT 9 GS UNUSABLE BELOW 254 FT MSL.

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

*FDC 0/1546 FI/T /0R9/ HAMMOND MUNI HAMMOND LA, ILS RWY 18 ORIG SI MINS NA.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/393 FI/T /WDG/ ENID WOODRING MUNI ENID OK. VOR RWY 17 AMDT 6 SI MDA 1640 FT/HAT 473 FT ALL CATS.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/797 FI/T /MLC/ MCALESTER MUNI MCALESTER OK. LOC RWY 1 ORIG SI MDA 1260/HAT 504 ALL CATS VIS CAT C 1 1/2 MILE.

FDC 0/1364 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 6. ILS RWY 17R AMDT 2 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

FDC 0/1482 FI/T /OKM/ OKMULGEE MUNI OKMULGEE OK. ILS RWY 17 ORIG SI ILS VIS 1 MILE ALL CATS SI LOC VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/2 MILES CAT C. NDB RWY 17 ORIG SI VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/4 MILES CAT C.

*FDC 0/1540 FI/P /MLC/ MCALESTER MUNI MCALESTER, OK. LOC RWY 1 ORIG NDB RWY 1 ORIG SI VIS 3/4 MILE CAT A/B. THESE ARE AMDTS 1.

#FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

#FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TUSLA OK ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TC OILLR LOM 3000 FEET.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIUMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1375 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX LOC BC RWY 22 AMDT 19 DISREGARD GLIDE SLOPE INDICATIONS. THIS IS AMDT 20.

FDC 0/1426 FI/T/SPS/SHEPPARD AFB/WICHITA FALLS MUNI. WICHITA FALLS TX. LOC BC RWY 15R AMDT 8 SI MDA 1400 FT/HAT 402 FT ALL CAT. SI VIS 1 1/4 MI CAT C. CIRCLING MDA 1400 FT/HAA 385 FT CAT A. CAT C S-LOC INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

#FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, PRESIDIO, TX NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

#FDC 0/1591 FI/T /MRF/ MARFA MUNI, MARFA, TX. VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

•FDC 0/1579 FI/T /MG/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

•FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER AL COPTER NDB 060 ORIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/1175 FI/T /PBI/ PALM BEACH INTERNATIONAL WEST PALM BEACH FL. ILS RWY 9L AMDT 16 NDB 9L AMDT 14 MSA PB 25 NM 2600.

FDC 0/1176 FI/T /PHK/ PALM BEACH COUNTY GLADES PAHOKEE FL. VOR RWY 17 AMDT 7 MSA PHK 25 NM 2600.

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1277 FI/T /MAI/ MIAMI INTERNATIONAL MIAMI FL. RNAV RWY 9L AMDT 7 SI MDA 400 FT/HAT 391 FT ALL CATAGORIES.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/CM NA.

FDC 0/1385 FI/T /MIB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VCR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MIB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

•FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL **MIAMI FL.** VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON **GA.** VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES. NA.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE **ATLANTA GA.** LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

FDC 0/1386 FI/T /AHN/ ATHENS MUNI ATHENS GA. VOR RWY 2 AMDT 7 VOR SI MDA 1220 FT ALL CATS.

FDC 0/1438 FI/P /DNL/ DANIEL FIELD AUGUSTA GA. VOR-B AMDT 12 CORRECT US GOVT CHART AI-28 TERMINAL ROUTE 8 DME ARC TO AGS VORTAC ALT 2000 FT.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRLCING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

KENTUCKY

FDC 0/410 FI/P (LEX) BLUE GRASS LEXINGTON KY. ILS RWY 4 AMDT 6 CORRECT US GOVT CHART (AL-697) CHG NOTICE EFF 20 MAR 1980. RADIAL FROM LEX VORTAC TO KEENE INT SHOULD READ R-259 VICE R-264.

FDC 0/1480 FI/P /016/ TAYLOR COUNTY CAMPBELLSVILLE NY. NDB RWY 5 ORIG CORRECT US GOVT CHART AL-5210 SOUTHEAST VOL 1 7 AUG 1980 PROC TURN SHOULD BE ON SOUTH SIDE OF COURSE 212 DEG OUTBOUND.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

#FDC 0/1642 FI/T /GPT/ GULFPORT-BILOXI REGIONAL/GULFPORT/ MS. NDB RWY 13 AMDT 6 MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI RWY 13 MDA 540/HAT 516 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/2 MILE CAT D 1 3/4 MILE. ILS RWY 13 AMDT 7. SI ILS RWY 13 MINS NA. MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI LOC RWY 13 MDA 480/HAT 456 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/4 MILE CAT D AND E 1 1/2 MILE. VOR RWY 13 /TAC/ AMDT 17 SI RWY 13 VIS CAT A/B 1 MILE CAT C 2 MILE CAT D 2 1/4 MILE CAT E 2 1/2. DME MINIMA SI RWY 13 VIS CATS A/B/C 1 MILE CAT D 1 1/4 MILE CAT E 1 1/2 MILE. RADAR-1 AMDT 1 SI RWY 13 VIS CATS A/B 1 MILE CAT C 1 1/4 MILE CAT D/E 1 1/2 MILE.

NORTH CAROLINA

FDC 0/690 FI/T /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY NC. NDB-A AMDT 5 VOR RWY 1 AMDT 5 VOR RWY 19 AMDT 4 ADD PROCEDURAL DATA/NOTES. CAUTION TETHERED BALLOON LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY.

FDC 0/736 FI/T /MEB/ LAURINBURG-MAXTON MAXTON NC. NDB RWY 5 AMDT 2 AND SDF RWY 5 ORIG MINIMUM SAFE ALT FROM RKX NDB 270-090 DEG 2000 FT 090-270 DEG 3200 FT.

FDC 0/1260 FI/T/RWI/ROCKY MOUNT WILSON ROCKY MOUNT NC. LOC BC RWY 22 ORIG NA.

FDC 0/1348 FI/T /LBT/ LUMBERTON MUNI LUMBERTON NC. VOR RWY 5 AMDT 2 NA. VOR RWY 13 AMDT 2 TERMINAL ROUTE CHANGE ALT FLO VORTAC TO LBT VOR TO 3200 FT. MINIMUM SAFE ALT FROM LBT VOR 270-090 DEG 1900 FT, 090-270 DEG 3200 FT. LOCAL ALSTG NA. NDB RWY 13 AMDT 3 MINIMUM SAFE ALT FROM BSY NDB 270-090 DEG 1900 FT. 090-270 DEG 3200 FT. LOCAL ALSTG NA.

FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

#FDC 0/1586 FI/T /CLT/ DOUGLAS MUNI CHARLOTTE NC. ILS RWY 18R ORIG. STRAIGHT IN RWY 18R ILS ONLY MINS NA. FAF SOPHE INT 7.1 DME CLT VORTAC.

#FDC 0/1635 FI/T /RMT/ ROCKY MOUNT DOWNTOWN ROCKY MOUNT NC. VOR-A AMDT 10 AND VOR/DME-B AMDT 7 NA.

FDC 9/882 FI/T (AVL) ASHEVILLE MUNI ASHEVILLE NC. LOC RWY 16 ORIG DISTANCE FAF TO MAP 5 NM AFTER PASSING IM LOM.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

FDC 9/875 FI/T (P19) STELLAR CITY AIR PARK CHANDLER AZ. VOR RWY 35 ORIG. MIN ALT CLAUS INT 2700 FT. TERMINAL ROUTE WARLY INT TO CLAUS INT ALT 2700 FT. SI MIN NA.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SEA VORTAC TO CALLI INT 6400 FT.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANCS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1489 FI/T /ACV/ ARCATA, ARCATA-EUREKA CA. VOR RWY 13 AMDT 3 MINIMUM ALTITUDE BETWEEN YAGER INT AND KNEES INT 11000 FEET MSL.

FDC 0/1490 FI/T V-195 FORTUNA /FOT/ VORTAC TO RED BLUFF /RBL/ VORTAC. YAGER INT IDENTIFIED BY FOT VORTAC R-091 AND I-ACV LOCALIZER SE COURSE ONLY.

FDC 0/1494 FI/P /OAK/METROPOLITAN OAKLAND INTL OAKLAND CA. CORRECT NOS US GOVT CHART CIVIL IAP SOUTHWEST VOL 1 EFFECTIVE 7 AUG 80 PAGE XVIII IFR TAKEOFF MIN AND DEPARTURE PROCS AS FOLLOWS. TAKEOFF MINS RWYS 9R 9L 11 27R 27L 29 33 STANDARD RWY 15 400-1 FAR 135 AUTHORIZATION RWY 29 RVR 1800. IFR DEPARTURE PROC RWYS 9R 9L 11 15 29 TURN RIGHT CLIMB VIA R-288 OAK VORTAC TO COMMO INT RWYS 27L 27R 33 TURN LEFT CLIMB VIA R-288 OAK VORTAC TO COMMO INT OR COMPLY WITH PUBLISHED OAKLAND SIDS.

*FDC 0/1620 FI/P /OAK/ METROPOLITAN OAKLAND INTL OAKLAND CA. NDB RWY 27R ORIG ILS RWY 27R AMDT 28 VOR/DME RWY 27L AMDT 9 MISSED APPROACH CLIMB TO 3000 VIA OAK R-313 TO FEERE INT AND HOLD. THIS IS NDB RWY 27R AMDT 1 ILS RWY 27R AMDT 29 VOR/DME RWY 27L AMDT 10.

*FDC 0/1629 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. LOC BC-A AMDT VOR-B AMDT 9 PROCS NA.

*FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1109 FI/T /FCS/ BUTTS AAF FORT CARSON CO. VOR RWY 31 ORIG NA. RADAR-1 AMDT 3 LOST COMMUNICATIONS CLIMB TO 9000 DIRECT TO CCS VORTAC AND R-140 TO HANKO INT. EXECUTE ILS RWY 35 APPROACH TO COLORADO SPRINGS CO.

FDC 0/1194 FI/P V8S/V-220 AKRON COLORADO VOR TO PASSE INT NEBRASKA MEA 6400 MOCA 5600. V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

FDC 0/1368 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. RNAV RWY 33 AMDT 2 SI VIS 1 MILE CAT D. ADD NOTE; CAT D S-33 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3.

FDC 0/1369 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 ORIG MISSED APPROACH: CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 VIA R-248 TO GLL VORTAC. THIS IS AMDT 1.

#FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8L AMDT 17, ILS RWY 26R AMDT 7 AND VOR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SEETINGS NOT AVAILABLE.

#FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VOR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

#FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

#FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVAILABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

NORTH CENTRAL

IOWA

FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

FDC 0/1387 FI/P /SPW/ SPENCER MUNI SPENCER IA. NDB RWY 29 AMDT 4 REDESIGNATED NDB RWY 30 AMDT 5. VOR RWY 29 AMDT 4 REDESIGNATED VOR RWY 30 AMDT 5. VOR RWY 11 AMDT 4 REDESIGNATED VOR RWY 12 AMDT 5.

#FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

FDC 9/884 FI/T (D34) FOREST CITY MUNI FOREST CITY IA. VOR/DME-A ORIGINAL CAT D CIRCLING MDA 1920 FT VIS 21/4 MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

#FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG:NOT AUTHORIZED. ILS RWY 17 ORIG; PROCEDURE TURN NOT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TO FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TO 3200 FEET DIRECT EWK NDB AND HOLD SOUTH. LEFT TURNS, 357 INBOUND.

#FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

#FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RVAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1/14 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

#FDC 0/1567 FI/P /HUT/ HUTCHINSON MUNI/ HUTCHINSON/ KS. ILS RWY 13 AMDT 10 AND NDB RWY 13 AMDT 9. TERMINAL ROUTE ALTITUDE HUT VORTAC TO HU LOM 3000 FEET. THIS IS ILS RWY 13 AMDT 11 AND NDB RWY 13 AMDT 10.

#FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. IFR TAKEOFF MINIMUS; RWY 3/16/21/34, STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

#FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

#FDC 0/1551 FI/P /Y33/ MAPLE MUNI, MAPLE LAKE MN. VOR-A ORIG CORRECT US GOVT CHART /AL-6585/ CHANGE NOTICE EFFECTIVE 4 SEP 1980 BY CHANGING TRML ROUTE MSP VORTAC /IAF/ TO YAZMA INT /NOPT/ CRS AND DSTC AS FOLLOWS 297/18.3/MSP R-297, AND 239/6.3/DWN R-059. MISSED APPROACH CHANGE IDENT DWM TO READ DWN.

MISSOURI

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FDC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

FDC 0/1044 FI/T /JLN/ JOPLIN MUNI, JOPLIN MO. NDB RWY 13, AMDT. 20 AND ILS RWY 13, AMDT. 18: TERMINAL ROUTE EOS VORTAC TO LUMMS LOM MEA 3100 VICE 3000.

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE

LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TERMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA 25NMR DMO NDB 2700 FEET.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

#FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 - 126.2.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

#FDC 0/1548 FI/T /OFK/ KARL STEFAN MEMORIAL NORFOLD, NE. LOC RWY 1 AMDT 3 MISSED APPROACH CLIMB TO 2500 FEET THEN CLIMBING LEFT TURN TO 3400 FEET VIA HEADING 145 AND I-OFK SOUTH COURSE TO SLAYS INT AND HOLD SOUTH RIGHT TURNS 011 INBCUND.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/1476 FI/T /GFK/ GRAND FORKS INTL GRAND FORKS ND. ILS RWY 35 AMDT 3 TRML ROUTES GFK VORTAC TO HISER INT/OM 6.5 DME ALT 2600 FEET 13 DME ARC TO HISER INT/OM 6.5 DME AlT 2600 FEET PROCEDURE TURN ALT 2600 FEET MIN GLIDE SLOPE INTERCEPT ALT 2600 FEET GLIDE SLOPE ALT AT FAF 2566 FEET GLIDE SLOPE ANGLE 2.76 DEGREES THR CROSSING HEIGHT 61 FEET MISSED APPROACH ALT 2600 FEET.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

#FDC 0/1573 FI/P/FSD/ JOE FOSS FIELD, SIOUX FALLS, SD. VOR OR TACAN RWY 15 AMDT 13. CORRECT US GOVT CHART/AL-396/BY CHANGING PROCEDURE TURN BARB TO NORTH SIDE OF COURSE.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR

VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BCI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1421 FI/T /AST/ CIATSOP COUNTY ASTORIA OR. VOR RWY 7 AMDT 9 AND VOR RWY 13 AMDT 12 ALTN MINS NA.

#FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

#FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1462 FI/T /PWT/ KITSAP COUNTY BREMERTON WA. LOC BC RWY 1 AMDT 1 NA.

#FDC 0/1543 FI/T /NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON. IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

#FDC 0/1569 FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA. ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

#FDC 0/1653 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN CM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN PORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

#FDC 0/1558 FI/P /SNP/ ST PAUL ISLAND ST PAUL ISLAND AK NDB-3 RWY 36 ORIG. CORRECT US GOVT CHART /AL-2119/ BY CHANGING SPY NDB FREQ TO 314.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO CR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN

ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:
1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

The Alert Weather Watch (AWW) and Convective SIGMET (WST) reports have been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"
P—Y; # #
S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"
P—Y; # #
S—reads hourlys for PIT and ILG
S—"Do you Want Terminal Forecasts, answer yes or no?"
P—Y; # #
S—reads forecasts for PIT and ILG
S—"Do you want Winds Aloft Forecasts, answer yes or no?"
P—Y; # #
S—"How many hours from now? maximum is 30"
P—6; # #
S—"Six"
S—"At what altitude?"
P—85; # # (or 8500; # #)
S—"eight five"
S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.
S—"Do you want more information, answer yes or no?"
P—Y; # #
S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

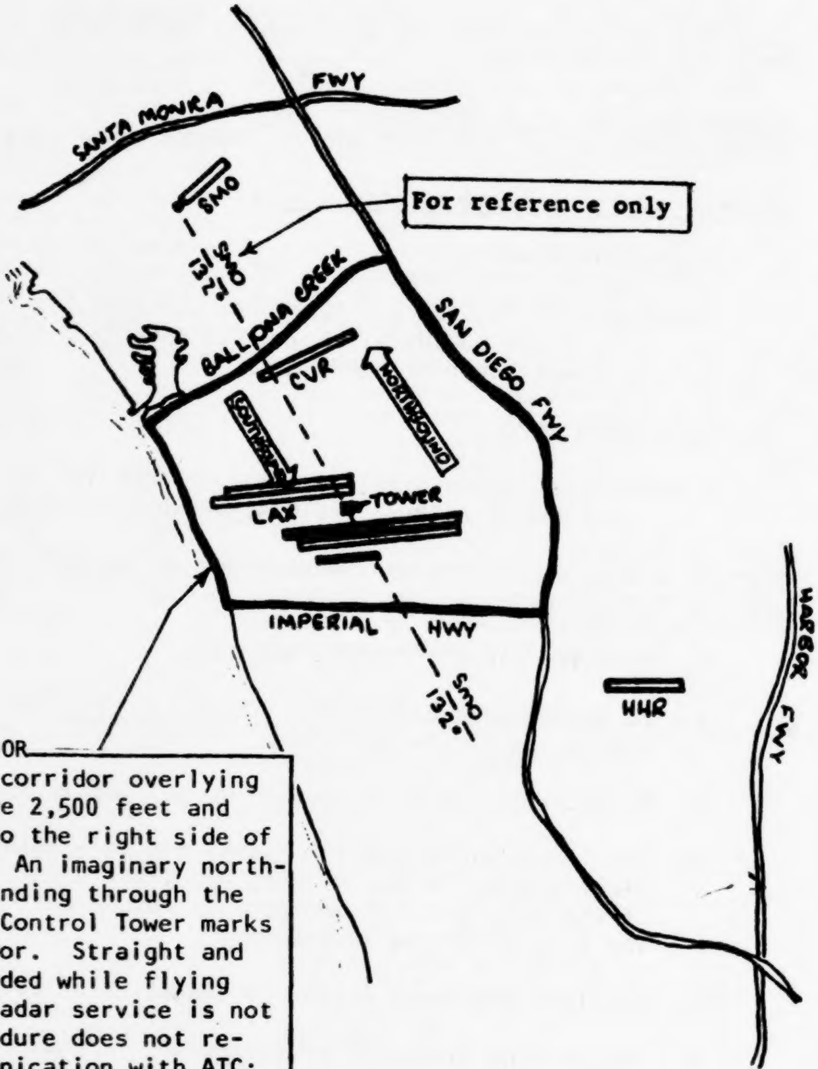
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
For reference only
SMO 132°
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132°
HHR
HARBOR FWY

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

SPECIAL AIR TRAFFIC PROCEDURES TO BE FOLLOWED DURING THE EAA NATIONAL CONVENTION FLY-IN AT TULLAHOMA MUNICIPAL AIRPORT TULLAHOMA, TENNESSEE, OCTOBER 1-5, 1980

Due to the heavy volume of traffic generated by the National Convention Fly-In of the Experimental Aircraft Association, the Federal Aviation Administration has established special procedures to maintain a safe, orderly flow of air traffic at Tullahoma Municipal Airport, Tullahoma, Tennessee from October 1 through October 5, 1980. Pilots are cautioned to be extremely alert for a high volume of VFR traffic and nonradio equipped aircraft operating in the vicinity of Tullahoma. Peak traffic is expected from mid-morning until sundown daily.

TULLAHOMA MUNICIPAL AIRPORT WILL BE CLOSED TO ALL ITINERANT OPERATIONS FROM 3 PM TO 5 PM CENTRAL DAYLIGHT TIME, DAILY DURING THE FLY-IN. Arrival delays of up to one hour can be expected daily between 5 p.m. and 7 p.m. due to a large number of departures from Tullahoma Municipal Airport during this time.

Student training flights are highly discouraged during this event. This includes student solo cross-country flights, touch and go landings, low approaches and practice instrument approaches.

CONTROL TOWER: The Tullahoma Temporary Control Tower will operate 12 hours per day during the EAA National Convention Fly-In, between 7 a.m. and 7 p.m. CDT. Primary frequencies are: ATIS 121.3; Tower 120.1; Local Tower 119.6; Ground Control 121.8.

VFR ARRIVALS: All inbound aircraft monitor the Tullahoma ATIS on 121.3 MHz when 20-30 miles from Tullahoma. The Tullahoma VFR Arrivals Procedures (SEE GRAPHIC) will be used at all times. Aircraft inbound to Tullahoma from 360° through 179° enter a Manchester Transition over the City of Manchester, Tennessee. Proceed westbound heading 270° toward Normandy Lake and monitor Tullahoma Tower on 120.1. Aircraft inbound to Tullahoma from 180° through 359°, enter a Shelbyville Transition over the City of Shelbyville, Tennessee. Proceed eastbound heading 080°toward Normandy Lake and monitor Tullahoma Tower on 120.1.

When traffic volume exceeds the airport acceptance rate, VFR holding will be issued approaching Normandy Dam. Aircraft on a Shelbyville Transition will be instructed to hold north of the Normandy Dam, left turns. (SEE GRAPHIC). Aircraft on a Manchester Transition will be instructed to hold southeast of Normandy Dam, left turns. (SEE GRAPHIC). Controllers at Normandy Dam will issue holding instructions or clearance to proceed to the airport DO NOT PROCEED PAST NORMANDY DAM WITHOUT ATC CLEARANCE.

Two altitude patterns will be available. On the Manchester Transition, one pattern will be at 2100 feet MSL for traffic up to one hundred ten miles per hour, and the other at 3100 MSL for those who need one hundred thirty miles per hour. On the Shelbyville Transition, one pattern will be at 2600 feet MSL for traffic up to one hundred ten miles per hour, and the other at 3600 feet MSL for traffic needing one hundred thirty miles per hour. Aircraft that cannot safely fly at one hundred ten miles per hour will not receive priority over the slower aircraft in landing sequence. All aircraft that are capable of a maneuvering speed at or near one hundred ten are expected to do so. Arrival controllers will provide sequencing and routing using your aircraft color and type as you approach Normandy Lake Dam. All aircraft must be in trail passing Normandy Dam. Straight in landing Runway 18 or left traffic to Runway 36 will be used. When Runway 36 is the active runway expect clearance to depart Normandy Dam heading 210° until over the railroad tracks and then turn left heading 180° for left downwind Runway 36 maintain an altitude of at least 2100 MSL until abeam the approach end of Runway 36. This will insure 500 ft. above the Fly By traffic which will be operating east to west at and below 1600 MSL northwest of the approach end of Runway 36. Contact Tullahoma Tower on 119.6 MHz when turning downwind heading 180°. Also, be alert for gyrocraft and hang gliders operating from the grass strip at the southwest corner of the airport. Runway 06/24 will be closed. Runway 14/32 will be closed to itinerant traffic during the entire period except daily for departures only between 5 p.m. and 7p.m. CDT. Fly By pattern traffic will be utilizing Runway 14/32 daily. The pilot must have obtained a current local briefing and proper credentials before permitted to use Runway 14/32.

Landing clearance will be issued by Tullahoma Tower located on the east side of Tullahoma Airport on 119.6 MHz. All landing traffic should be alert for possible radio or light signal wave-off from Tullahoma Tower or hand signals from controllers near the approach end of the runway in use. After landing, turn into the grass area as soon as possible, in the direction indicated by controllers and flagmen. Expeditious clearing of the runway is necessary due to continuous flow of arriving and departing traffic behind you.

NONRADIO EQUIPPED AIRCRAFT ARRIVALS: Nonradio equipped aircraft arriving at the EAA National Convention Fly-In shall follow the Tullahoma VFR

Arrival Procedures (SEE GRAPHIC). Enter the appropriate Transition and if other aircraft are sighted, find an aircraft to follow to the airport and REMAIN IN TRAIL. Land only on Runway 18 or 36. Watch the Tower located on the east side of the airport just west of the hangar ramp area for a light. After landing turn into the grass area as soon as possible, in the direction indicated by controllers and flagmen. If you receive a red light from the tower or hand signals from controllers near the approach end of the landing runway, nonradio equipped aircraft are to leave the traffic pattern and reenter over Normandy Dam.

If there is any possibility that you might be coming to the EAA National Convention Fly-In in an aircraft without a radio, it is important that you place your name, aircraft type, identification number, address, ETA and the word NON-RADIO on a postcard and mail it to Nashville ATC Tower, Nashville Metropolitan Airport, Nashville, Tennessee, 37217. The receipt of the card will validate your authorization to operate without a radio while the temporary ATC Tower is in operation. The card also indicates that you have read and understand the above procedures. It is suggested that you sign and fill in the following and carry this "Non-Radio Equipped" procedure page with you while exercising this authorization.

____________________	__________	____________
Pilots Singature	Date Card Mailed	Aircraft Identification

Because of the temporary nature of the Control Tower, considerable delay may be encountered getting authorization to operate without a radio, by telephone.

VFR DEPARTURES: Before taxiing, monitor Tullahoma ATIS on 121.3 for taxi information. Contact Ground Control on 121.8 MHz for taxi instructions prior to entering any taxiway.

EXCEPTION: Aircraft parked in the grass EAA parking area should follow signs and flagmen to the runway. Radio equipped aircraft from this area should monitor Ground Control on 121.8 MHz while taxiing and "contact" Ground Control "only" if you need further information. To maximum extent feasible, from 7 a.m. CDT to 3 p.m. CDT Runways 18 or 36 will be used for itinerant departures. After the Airshow, between 5 p.m. CDT and 7 p.m. CDT, Runways 24 or 32 will also be used for itinerant departures. To expedite traffic you will be directed for an intersection departure on Runway 18 (3300 feet remaining) or Runway 24 (3700 feet remaining) when in a south operation or Runway 36 (4200 feet remaining) or Runway 32 (4200 feet remaining) when in a north operation. The ATIS will inform you whether to call the Tower or watch the FAA flagmen at the runway for takeoff clearance. Departures on Runway 18, 32 or 24 should maintain runway heading until three miles from the airport. Departures on Runway 36 should make a right turn eastbound after departure to avoid traffic on left downwind leg. Remain on an easterly heading until reaching 2000 MSL. Upon reaching 2000 MSL, if proceeding North or Northeast make a left turn and continue climb to 3600 MSL or above in order to be above arrival traffic inbound from Manchester at 3100 MSL. If proceeding west or northwest make a left turn and continue climb to 4000 or above in order to be above traffic inbound from Shelbyville at 3600 feet MSL. If proceeding Southeast, South or Southwest, upon reaching 2000 MSL make a right turn remaining east of the City of Tullahoma before proceeding on course. After departure, monitor Tullahoma Tower on 119.6 MHz, but do not call unless an emergency exists. Be alert for radio instructions on 119.6 MHz using your aircraft number, color, and type or both in the event instructions become necessary to abort your takeoff or to issue turns to avoid traffic.

All aircraft should be alert for Fly-By Aircraft operation west, northwest of the approach end of Runway 36 and south of Runway 14. Also be alert for gyrocraft and hang gliders operating from the grass runway at the southwest corner of the airport.

IFR ARRIVALS: Memphis Center will be clearing IFR traffic for a VOR approach and turning the aircraft over to Tullahoma Tower on 119.6 MHz. *Be prepared to* discontinue your approach on final in order to enter the VFR traffic pattern or a Shelbyville transition (SEE GRAPHIC). Arriving IFR traffic can expect lengthy holding delays. Since there is not a Control Zone established for the Tullahoma Municipal Airport, there could be VFR aircraft operating below 700 feet and clear of clouds with flight visibility as low as one mile.

IFR DEPARTURES: File your Flight Plan at least two hours prior to proposed departure time at the temporary FSS or with Nashville FSS using INWATS 1-800-342-5802. An IFR clearance will not be issued if the flight plan is not on file. IFR Flight Plans which have not been used will be cancelled two hours after the filed proposed departure time. When ready to taxi, contact Ground Control on 121.8 MHz and advise you are an IFR Departure. If you have not received your clearance and a departure release by radio prior to reaching the runway, taxi your aircraft to the IFR pre-departure holding areas which will be marked at departure runways. Allow other VFR aircraft to pass you for departure. In any case do not accept the FAA flagman's instruction to enter the runway or take off unless you have received a departure release by radio.

The line of VFR aircraft will be stopped to allow IFR traffic in these holding areas to depart as the releases are received from the Center.

FSS AT TULLAHOMA: Nashville FSS will operate a temporary Flight Service Station located in the Parish Aerodrome Hangar on the south side of the airport. Specialists will provide complete weather briefings/ flight planning services as well as group briefings. In addition, public telephones will be strategically located throughout the aircraft parking areas with the local FSS number prominently posted.

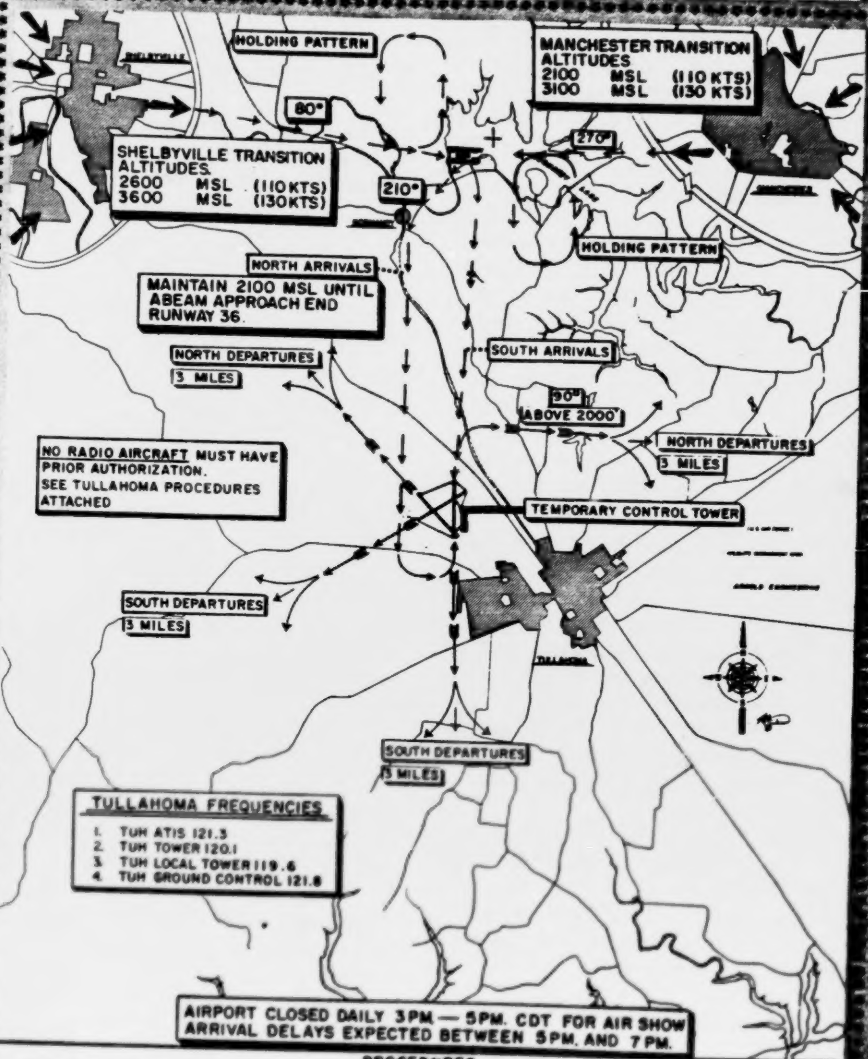
DAILY AEROBATIC DEMONSTRATIONS: Flight demonstrations of an aerobatic nature will be conducted daily between 3 p.m. and 5 p.m. CDT within a five nautical mile radius of the Tullahoma Municipal Airport, Tullahoma, Tn., from the surface to 7500 feet AGL, October 1 through 5, 1980. All traffic except scheduled aircraft shall remain clear of this area during these times.

VFR FLIGHT PLANS: All pilots are urged to file a flight plan.

INBOUND AIRCRAFT should close their flight plan either with Tullahoma Radio on 122.55 MHz, or in person, or by calling Nashville Radio on 122.1 and listen on Shelbyville VOR 109.0 MHz, or by calling Nashville FSS using INWATS 1-800-342-5802. DO NOT CLOSE VFR FLIGHT PLANS WITH TOWER.

OUTBOUND AIRCRAFT departing Tullahoma should file VFR flight plans with the temporary FSS and activate them on 122.55 MHz. If you wish to file after airborne, call Nashville Radio, transmit 122.1 and listen Shelbyville VOR 109.0 MHz.

TULLAHOMA 1980
VFR Arrival — Departure Procedures


HOLDING PATTERN
80°
210°
270°
HOLDING PATTERN
NORTH ARRIVALS
SOUTH ARRIVALS
NORTH DEPARTURES
3 MILES
90°
ABOVE 2000'
NORTH DEPARTURES
3 MILES
TEMPORARY CONTROL TOWER
SOUTH DEPARTURES
3 MILES
SOUTH DEPARTURES
3 MILES

MANCHESTER TRANSITION ALTITUDES
2100 MSL (110 KTS)
3100 MSL (130 KTS)

SHELBYVILLE TRANSITION ALTITUDES.
2600 MSL (110 KTS)
3600 MSL (130 KTS)

MAINTAIN 2100 MSL UNTIL ABEAM APPROACH END RUNWAY 36.

NO RADIO AIRCRAFT MUST HAVE PRIOR AUTHORIZATION.
SEE TULLAHOMA PROCEDURES ATTACHED

TULLAHOMA FREQUENCIES

1. TUH ATIS 121.3
2. TUH TOWER 120.1
3. TUH LOCAL TOWER 119.6
4. TUH GROUND CONTROL 121.8

AIRPORT CLOSED DAILY 3PM — 5PM. CDT FOR AIR SHOW
ARRIVAL DELAYS EXPECTED BETWEEN 5PM. AND 7PM.

PROCEDURES

1. Monitor ATIS 121.3 MHZ.
2. Enter transition over Shelbyville or Manchester, proceed toward Normandy Lake.
3. Shelbyville traffic at 110KTS. should fly at 2600 MSL / 130 KTS. should fly at 3600 MSL.
4. Manchester traffic at 110KTS. should fly at 2100 MSL / 130KTS. should fly at 3100 MSL.
5. Call Tullahoma tower on 120.1 MHZ. turning inbound toward Normandy Lake.
6. Listen for controller instructions as you approach Normandy Lake. Traffic to follow, etc.". Controller will use color and type aircraft at Normandy Lake.
7. If holding is necessary use appropriate holding pattern at Normandy Lake.
8. Controller will advise when to call Tullahoma tower on 119.6 MHZ.

DEPARTURES

1. Use routes above. 2. Depart the area above 4000ft if possible. 3. After departure monitor tower 119.6 MHZ.

DO NOT GO BEYOND NORMANDY LAKE UNTIL APPROVED BY CONTROLLERS ON 120.1 MHZ

CONFEDERATE AIR FORCE AIRSHO '80
HARLINGEN, TEXAS

October 9, 10, 11, 12, 1980

Special Procedures at the Harlingen Industrial Airpark, Harlingen, Texas

Due to the heavy volume of air traffic expected at the Confederate Air Force Airsho '80, the Federal Aviation Administration will use the following procedures to maintain a safe and orderly flow to the Airpark. Pilots are cautioned to be extremely alert for a high volume of VFR traffic in the high performance category operating in the southern tip of Texas. Peak itinerant traffic is expected from 7 a.m. to 11:30 a.m. and 5 p.m. to 7 p.m. CDST, October 11 and 12.

HARLINGEN INDUSTRIAL AIRPARK WILL BE CLOSED TO ALL CIVIL ITINERANT OPERATIONS FROM 11:30 a.m. to 5 p.m. CDST DAILY FOR THE AIRSHOW. *REMAIN WELL CLEAR OF THE CONTROL ZONE DURING THIS PERIOD*. Satellite airports are located in the vicinity of Harlingen to accommodate arrivals while the airpark is closed.

STUDENT TRAINING flights are not permitted during the event. This includes student solo country flights, touch and go landings, low approaches and practice instrument approaches. Confederate Air Force WW II vintage aircraft will make sorties to various parts of the lower Rio Grande Valley during peak inbound traffic periods

CONTROL TOWER: The Harlingen Tower will operate 16 hours per day, from 0700 a.m. to 1100 p.m. *PRIMARY FREQUENCIES ARE:*

ATIS for LIGHT TWINS AND SINGLE ENGINE	126.0
ATIS for HEAVIER TWINS AND HI-PERFORMANCE	125.55
ATC MAY ASSIGN THIS FREQUENCY AS *FEEDER*	120.2
CONTROL TOWER (WEST)	119.3
CONTROL TOWER (EAST)	118.2
GROUND CONTROL	121.7
CLEARANCE DELIVERY	124.95

Traffic Patterns:

LIGHT TWINS AND SINGLE ENGINE AIRCRAFT SHALL APPROACH THE AIRPORT FROM OVER THE HARLINGEN VOR AT 800′ MSL. VFR HOLDING MAY BE NECESSARY NORTH OF THE VOR. PROCEED TO THE CHECKERED WATER TOWER IMMEDIATELY WEST OF THE AIRPORT, CROSS THE MIDDLE PORTION OF THE FIELD AND ENTER APPROPRIATE DOWNWIND LEG (east of airport), ACCORDING TO ATIS (frequency 126.0). TRAFFIC PATTERN ALTITUDE 800′ MSL.

HEAVY TWINS AND HIGH PERFORMANCE AIRCRAFT (cabin twins and larger) SHALL APPROACH THE AIRPORT FROM OVER THE HARLINGEN VOR AT AN ALTITUDE OF 1300′ MSL. VFR HOLDING MAY BE NECESSARY NORTH OF THE VOR. PROCEED TOWARD THE CHECKERED WATER TOWER IMMEDIATELY WEST OF THE AIRPORT, TURN TO THE APPROPRIATE DOWNWIND LEG (west of the airport) ACCORDING TO ATIS INFORMATION (frequency 125.55). *DO NOT DESCEND UNTIL WELL ESTABLISHED ON THE DOWNWIND LEG*. TRAFFIC PATTERN ALTITUDE 1300′ MSL.

VFR ARRIVAL PROCEDURES: All flights shall contact the Harlingen air traffic facility as per instructions on the appropriate ATIS. MONITOR THE ATIS FOR YOUR SIZE AIRCRAFT WHEN WITHIN 30 MILES OF THE AIRPARK. VFR HOLDING MAY BE NECESSARY NORTH OF THE HARLINGEN VOR. ALL AIRCRAFT MAKE RIGHT TURNS IN THE HOLDING PATTERN. PLAN ON A LARGE PATTERN BETWEEN THE VOR AND THE TOWN OF RAYMONDVILLE. CONTROLLERS WILL BE STATIONED AT THE VOR DURING PEAK INBOUND TRAFFIC PERIODS. AFTER BEING INSTRUCTED TO

PROCEED INBOUND, CHANGE TO APPROPRIATE CONTROL TOWER FREQUENCY AFTER PASSING THE VOR.

VFR DEPARTURES: MONITOR THE ATIS RELATIVE TO PARKING AREA. PEAK OUTBOUND TRAFFIC IS EXPERIENCED IMMEDIATELY AFTER EACH SHOW. EAST SIDE OF AIRPARK DEPARTURE ATIS *126.0.* WEST SIDE OF AIRPARK DEPARTURE ATIS *125.55.* DO NOT ATTEMPT TO TAXI BEFORE THE SHOW IS COMPLETE. EAST SIDE DEPARTURE CONTROL TOWER FREQUENCY IS *118.2.* WEST SIDE DEPARTURE CONTROL TOWER FREQUENCY IS *119.3.* IF YOU DEPART FROM THE *EAST* RUNWAY PROCEED 5 MILES EAST BEFORE PROCEEDING ON COURSE. IF YOU DEPART THE *WEST* RUNWAY PROCEED 5 MILES WEST BEFORE TURNING ON COURSE.

NON-RADIO AIRCRAFT: Aircraft not equipped with a functioning two-way radio will not be permitted between 9 a.m. and 6 p.m. Non-radio aircraft must obtain prior approval in writing from Harlingen Tower.

IFR FLIGHT PLANS: IFR flight during VFR weather is discouraged. Considerable delays can be expected on arrival and departure. Air files will not be accepted.

FLIGHT SERVICE STATION: A temporary flight service station will be located on the airport to expedite opening and closing flight plans. The pilot is still responsible for closing the flight plan.

Special Procedures at the Brownsville International Airport, Brownsville, Texas

VFR ARRIVAL PROCEDURES: All VFR flights shall contact Brownsville Tower 20 miles from the airport and proceed to the assigned outer arrival point as depicted on the enclosed map. Aircraft will be sequenced from these points to the airport traffic pattern or be asked to hold dependent upon traffic volume. DO NOT proceed beyond these outer points unless advised to do so by Brownsville Tower. Be alert to runway assignment.

1. Single engine aircraft report 20 miles from Brownsville Tower on frequency 118.9. Proceed to the ship turning basin at Port Brownsville. Hold between turning basin and Padre Island, left turns until Brownsville Tower issues sequence and clearance to the airport.

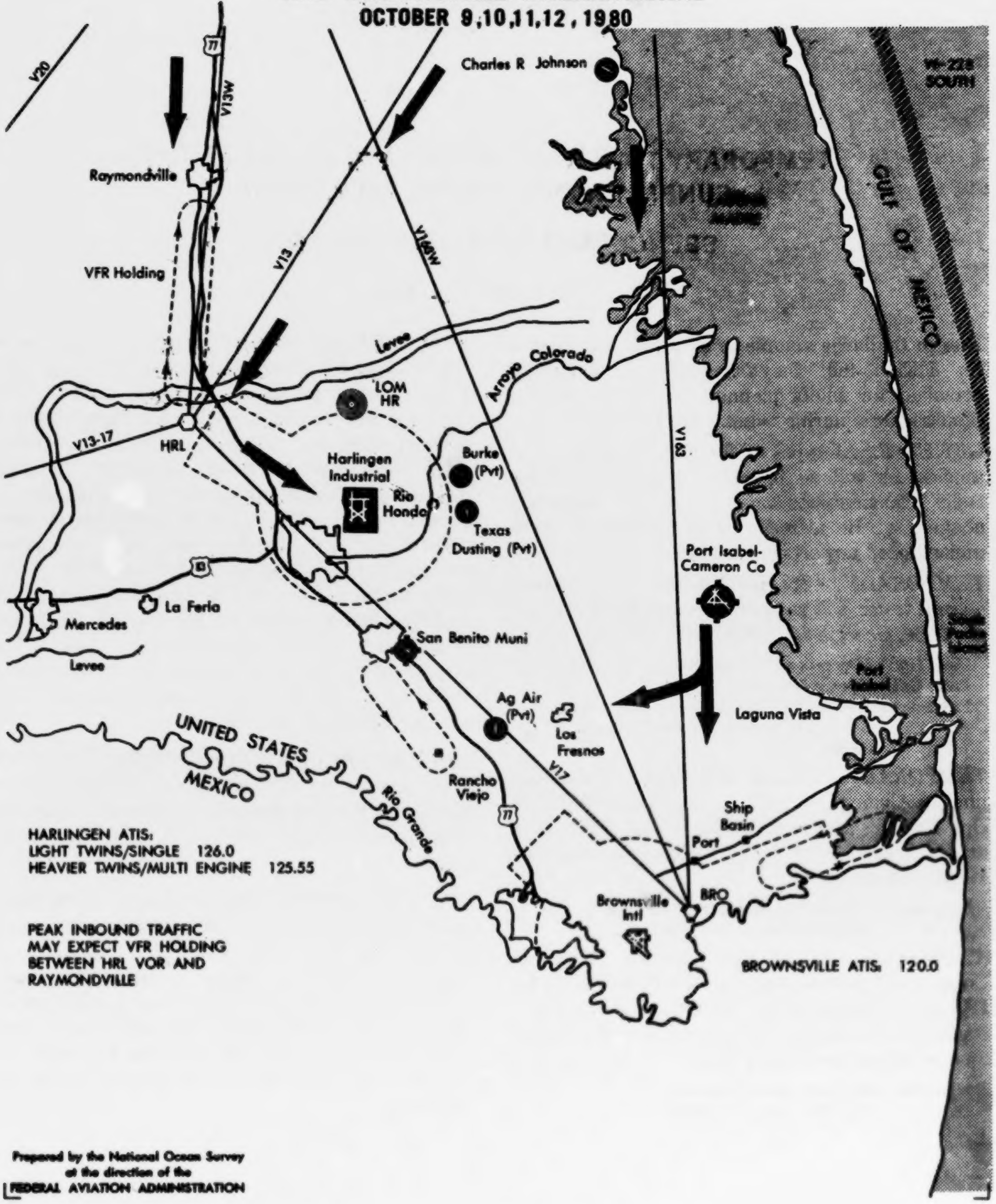
2. Multi engine aircraft report 20 miles from Brownsville to Brownsville Tower on frequency 118.9. Proceed to Rancho Viejo Country Club identified by large water tower painted like a Golf Ball. Hold northwest left turns until Brownsville Tower issues sequence and clearance to the airport.

ATIS: Pertinent information will be broadcast continuously on frequency 120.0 MHZ. It is imperative that all pilots operating at Brownsville International monitor the ATIS prior to contacting the control facility.

IFR: Considerable delays may be expected on IFR arrivals and departures because of non-radar environment. No air files will be accepted.

CONFEDERATE AIR FORCE AIRSHO '80
SPECIAL AIR TRAFFIC PROCEDURES AT HARLINGEN INDUSTRIAL AIRPARK AND BROWNSVILLE INTERNATIONAL

OCTOBER 9,10,11,12, 1980


V20
77
V13W
Raymondville
VFR Holding
V13
V169W
Charles R Johnson
W-228 SOUTH
GULF OF MEXICO
Levee
Arroyo Colorado
LOM HR
V13-17
HRL
Harlingen Industrial
Rio Hondo
Burke (Pvt)
Texas Dusting (Pvt)
V163
Port Isabel-Cameron Co
83
La Feria
Mercedes
Levee
San Benito Muni
Ag Air (Pvt)
Los Fresnos
Laguna Vista
Port Isabel
South Padre Island
UNITED STATES
MEXICO
Rio Grande
Rancho Viejo
77
V17
Ship Basin
Port
BRO
Brownsville Intl

HARLINGEN ATIS:
LIGHT TWINS/SINGLE 126.0
HEAVIER TWINS/MULTI ENGINE 125.55

PEAK INBOUND TRAFFIC MAY EXPECT VFR HOLDING BETWEEN HRL VOR AND RAYMONDVILLE

BROWNSVILLE ATIS: 120.0

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TEMPORARY TOWER AND FLIGHT SERVICES FOR THE SUNBELT AGRICULTURAL EXPOSITION

SPENCE FELD, MOULTRIE, GEORGIA

October 13-16

Due to the large volume of air traffic anticipated for EXPO '80, the following information is provided for pilots planning to operate in the Moultrie area during October 13-16, 1980.

GENERAL: All types of aircraft, including aerial applicators, will be operating in the area. Keep radio transmissions brief to reduce frequency congestion. Be alert for traffic operating from uncontrolled airports in the area.

TEMPORARY ATC SERVICES: A temporary control tower will be operational at Spence Field, Moultrie, Georgia for EXPO '80.

Date/Time of Operation: October 13-16.....0800-1800 Local
Radio Call: "Spence Tower"
Frequencies: Tower 126.7 Initial Contact Inbound
119.4 Inside Airport Traffic Area
Ground 121.7

TEMPORARY FLIGHT SERVICES: Telephone lines to Albany FSS will be located in the Old Base Ops Building at Spence Field, Albany FSS has a state wide toll free telephone number 1-800-342-6650.

Frequencies: Transmit to Albany FSS on 123.6 or 122.1
Receive Moultrie VOR 108.8

APPROACH CONTROL: Valdosta Approach Control will provide Approach Control Service for IFR aircraft arriving and departing Spence Field. Radar Advisories for VFR aircraft will be provided on a workload permitting basis.

Frequencies: 124.6 East side of Valdosta
126.6 West side of Valdosta

VFR ARRIVAL PROCEDURES: Two way radio will be required. All aircraft contact Spence Tower 15 miles from the airport on 126.7, when 5 miles from the airport monitor 119.4 and report turning downwind. All aircraft will enter the airport traffic area from the Northeast quadrant, aircraft inbound from the South or West circle the airport beyond 5 miles until you are North or East. Unless otherwise directed by the tower, make all entries into the traffic pattern on the downwind leg. A left hand traffic pattern will be used for Runway 14 and right hand pattern for Runway 32. Pilots are requested to maintain a pattern as close to the airport boundary as operating characteristics of the aircraft will safely allow and to maintain safe spacing behind aircraft ahead.

IFR DEPARTURE PROCEDURES: IFR flight plans should be filed at least one hour before estimated time of departure. Aircraft departing IFR advise Ground Control on 121.7 on initial contact.

VFR DEPARTURE PROCEDURES: VFR flight plans should be filed with Albany FSS by telephone in the Old Base Ops Building in advance of expected departure times to avoid frequency congestion and delays. Contact Ground Control on 121.7 for taxi instructions. DO NOT CALL THE TOWER FOR TAKEOFF until you are ready for takeoff and NUMBER ONE in position to take the runway.

EXAM-O-GRAMS

EXAM-O-GRAMS ARE PREPARED ON SUBJECTS WHICH PROVE PARTICULARLY TROUBLESOME TO APPLICANTS IN WRITTEN TESTS. THEY PROVIDE INFORMATION ON ITEMS WHICH ARE OPERATIONALLY IMPORTANT BUT COMMONLY MISUNDERSTOOD.

IFR AND VFR EXAM-O-GRAMS MAY BE PURCHASED, ON A SUBSCRIPTION BASIS (CHANGES WILL BE MAILED AUTOMATICALLY TO SUBSCRIBERS COVERING AN EXTIMATED 3-YEAR PERIOD) FROM:

SUPERINTENDENT OF DOCUMENTS
U. S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C. 20420

OR FROM GPO BOOKSTORES LOCATED IN MAJOR CITIES THROUGHOUT THE U.S. WHEN ORDERING, CHECK OR MONEY ORDER SHOULD BE MADE PAYABLE TO "SUPERINTENDENT OF DOCUMENTS: AND SPECIFY:

TITLE:	IFR AND VFR PILOT EXAM-O-GRAMS
LIST ID:	IVPEG
PRICE:	$13.00, DOMESTIC $16.25, IF MAILED TO A FOREIGN ADDRESS

GREENVILLE, S.C.

SPECIAL AIR TRAFFIC PROCEDURES -- INTERNATIONAL TEXTILE SHOW

October 16th through October 24th, 1980

Due to the large number of high performance aircraft expected during the International Textile Show, the FAA has established the following special airport traffic control procedures, including Stage II Service, to be used at the Greenville Downtown Airport during the show.

PROCEDURES

The following procedures will be effective October 16th through October 24, 1980, from 0700 EDT to 1900 EDT.

VFR ARRIVALS

All VFR aircraft inbound to the Greenville Downtown Airport should contact Greer Approach Control at least 20 miles from the airport. Aircraft inbound from the east side of the RW 18/36 extended centerline should contact approach control on 119.4. Aircraft inbound from the west of the RW 18/36 extended centerline should contact approach control on 118.8. Aircraft that do not desire Stage II sequencing should remain outside the Greenville Airport Traffic Area and contact Greenville Tower for sequencing.

IFR DEPARTURES

All IFR aircraft should file their flight plans at least 1 hour prior to their proposed departure time. During peak periods, there will be delays so all pilots are urged to request clearances before starting engines.

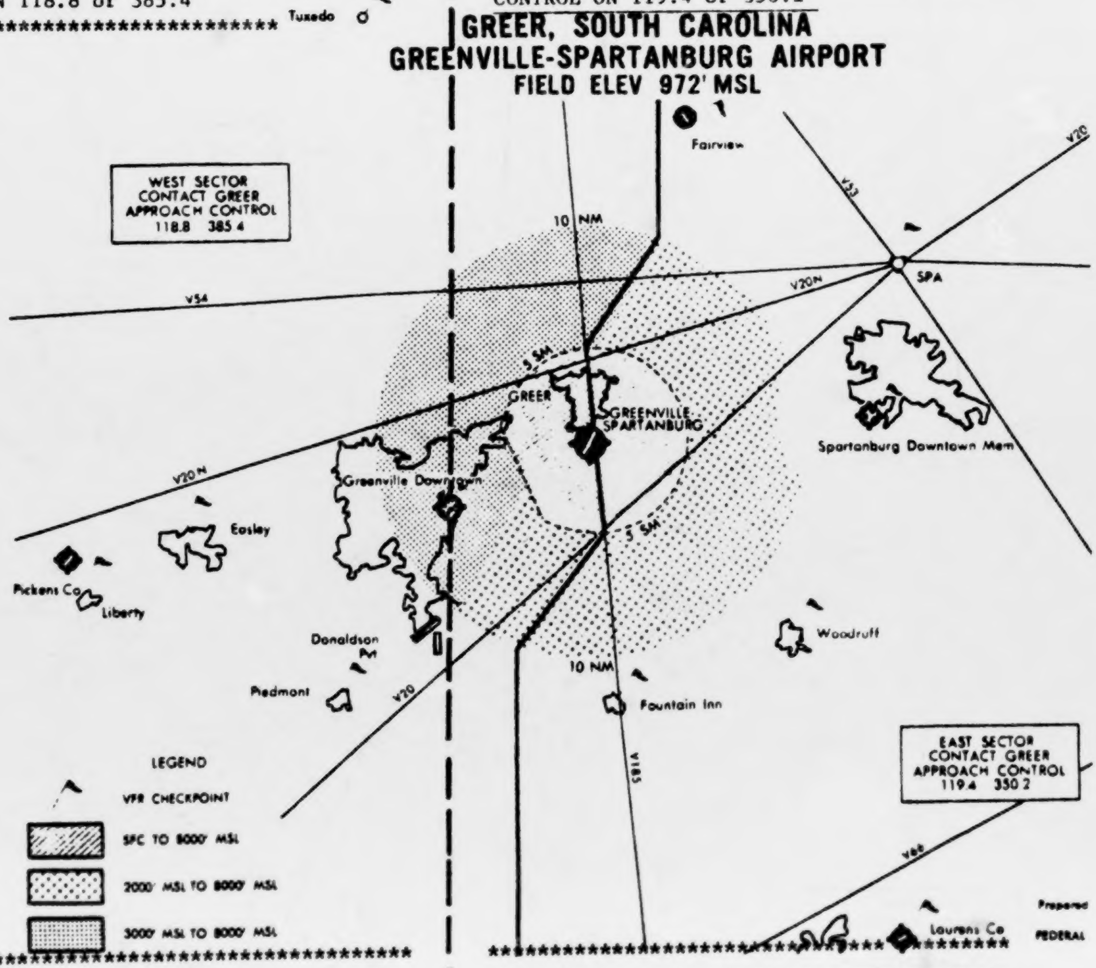
VFR DEPARTURES

All aircraft departing VFR can expect to make a turn 45 degrees from runway heading until clear of the airport traffic area. All aircraft should note that the Greer Jetport is only 7 miles east-northeast of the Greenville Downtown Airport. Pilots should make sure that they receive clearance to enter the Greer Airport Traffic Area before doing so.

AIRCRAFT INBOUND FROM WEST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 118.8 or 385.4

AIRCRAFT INBOUND FROM EAST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 119.4 or 350.2

****


GREER, SOUTH CAROLINA
GREENVILLE-SPARTANBURG AIRPORT
FIELD ELEV 972' MSL
Tuxedo
Fairview
WEST SECTOR CONTACT GREER APPROACH CONTROL 118.8 385.4
10 NM
V54
V20N
V53
V20
SPA
5 SM
GREER
GREENVILLE-SPARTANBURG
Spartanburg Downtown Mem
Greenville Downtown
Easley
Pickens Co
Liberty
Donaldson Pvt
Piedmont
Woodruff
Fountain Inn
V185
EAST SECTOR CONTACT GREER APPROACH CONTROL 119.4 350.2
LEGEND
VFR CHECKPOINT
SFC TO 8000' MSL
2000' MSL TO 8000' MSL
3000' MSL TO 8000' MSL
V68
Laurens Co
Prepared
FEDERAL

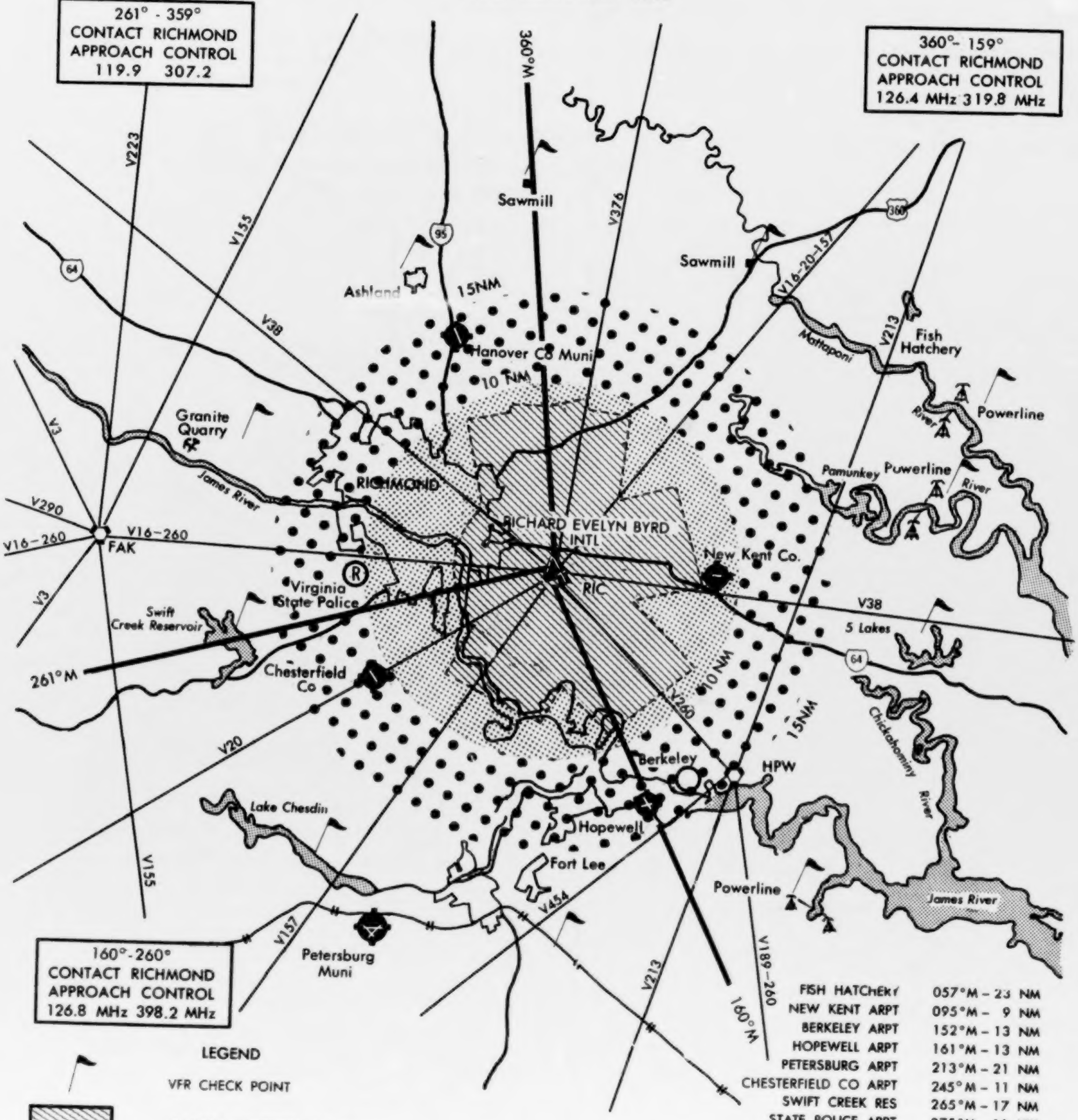
** **

AIRCRAFT INBOUND FROM WEST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 118.8 or 385.4

AIRCRAFT INBOUND FROM EAST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 119.4 or 350.2

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

RICHMOND, VA. RICHARD EVELYN BYRD INTERNATIONAL AIRPORT
FIELD ELEV. 168′ MSL


261° - 359°
CONTACT RICHMOND
APPROACH CONTROL
119.9 307.2
360°- 159°
CONTACT RICHMOND
APPROACH CONTROL
126.4 MHz 319.8 MHz
160°-260°
CONTACT RICHMOND
APPROACH CONTROL
126.8 MHz 398.2 MHz
360°M
Sawmill
V223
V155
V376
V38
V16-20-157
V213
Ashland
15NM
10 NM
Hanover Co Muni
Fish Hatchery
Mattaponi
River
Powerline
Granite Quarry
RICHMOND
James River
Pamunkey
River
V290
V3
V16-260
FAK
RICHARD EVELYN BYRD INTL
RIC
New Kent Co.
Virginia State Police
Swift Creek Reservoir
5 Lakes
261°M
Chesterfield Co
V260
Chickahominy
V20
Berkeley
HPW
Lake Chesdin
Hopewell
Fort Lee
V454
V157
Petersburg Muni
V189-260
160°M
95
64
360

FISH HATCHERY	057°M – 23 NM
NEW KENT ARPT	095°M – 9 NM
BERKELEY ARPT	152°M – 13 NM
HOPEWELL ARPT	161°M – 13 NM
PETERSBURG ARPT	213°M – 21 NM
CHESTERFIELD CO ARPT	245°M – 11 NM
SWIFT CREEK RES	265°M – 17 NM
STATE POLICE ARPT	275°M – 11 NM
ASHLAND	340°M – 17 NM
HANOVER CO ARPT	342°M – 13 NM

LEGEND

⚑ VFR CHECK POINT

▨ SURFACE TO 7000′ MSL WITHIN AIRPORT CONTROL ZONE

░ 2000′ TO 7000′ MSL

● 3000′ MSL TO 7000′ MSL

INSERT IN
GRAPHIC NOTICES

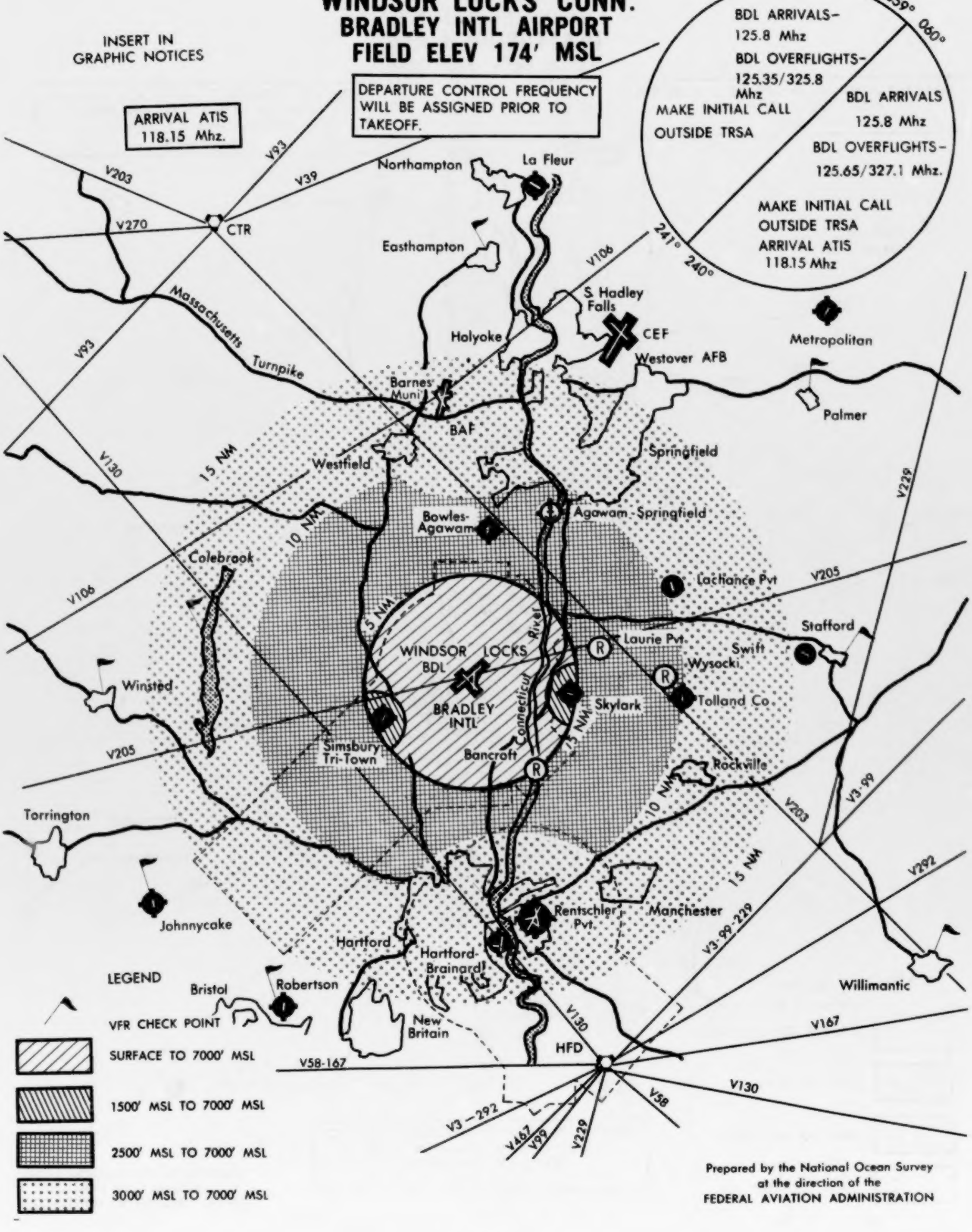
Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

8 SEP 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

WINDSOR LOCKS CONN.
BRADLEY INTL AIRPORT
FIELD ELEV 174' MSL

INSERT IN
GRAPHIC NOTICES


059°
060°
241°
240°
V93
V203
V39
V270
CTR
Northampton
La Fleur
Easthampton
V106
S. Hadley Falls
CEF
Westover AFB
Holyoke
Metropolitan
Massachusetts Turnpike
Barnes Muni
BAF
Palmer
Springfield
Westfield
15 NM
V130
10 NM
Bowles-Agawam
Agawam-Springfield
Colebrook
Lachance Pvt
V205
V229
5 NM
Connecticut River
WINDSOR LOCKS
BDL
BRADLEY INTL
Laurie Pvt
Stafford
Swift
Wysocki
Tolland Co.
Winsted
Skylark
Simsbury Tri-Town
Bancroft
Rockville
Torrington
V203
V3-99
V292
Johnnycake
Hartford
Hartford-Brainard
Rentschler Pvt.
Manchester
V3-99-229
Willimantic
Bristol
Robertson
New Britain
V167
V58-167
HFD
V130
V3-292
V467
V99
V229
V58
R

ARRIVAL ATIS
118.15 Mhz.

DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED PRIOR TO TAKEOFF.

BDL ARRIVALS-
125.8 Mhz
BDL OVERFLIGHTS-
125.35/325.8 Mhz
MAKE INITIAL CALL
OUTSIDE TRSA

BDL ARRIVALS
125.8 Mhz
BDL OVERFLIGHTS-
125.65/327.1 Mhz.
MAKE INITIAL CALL
OUTSIDE TRSA
ARRIVAL ATIS
118.15 Mhz

LEGEND

- VFR CHECK POINT
- ▨ SURFACE TO 7000' MSL
- ▧ 1500' MSL TO 7000' MSL
- ▦ 2500' MSL TO 7000' MSL
- ⁙ 3000' MSL TO 7000' MSL

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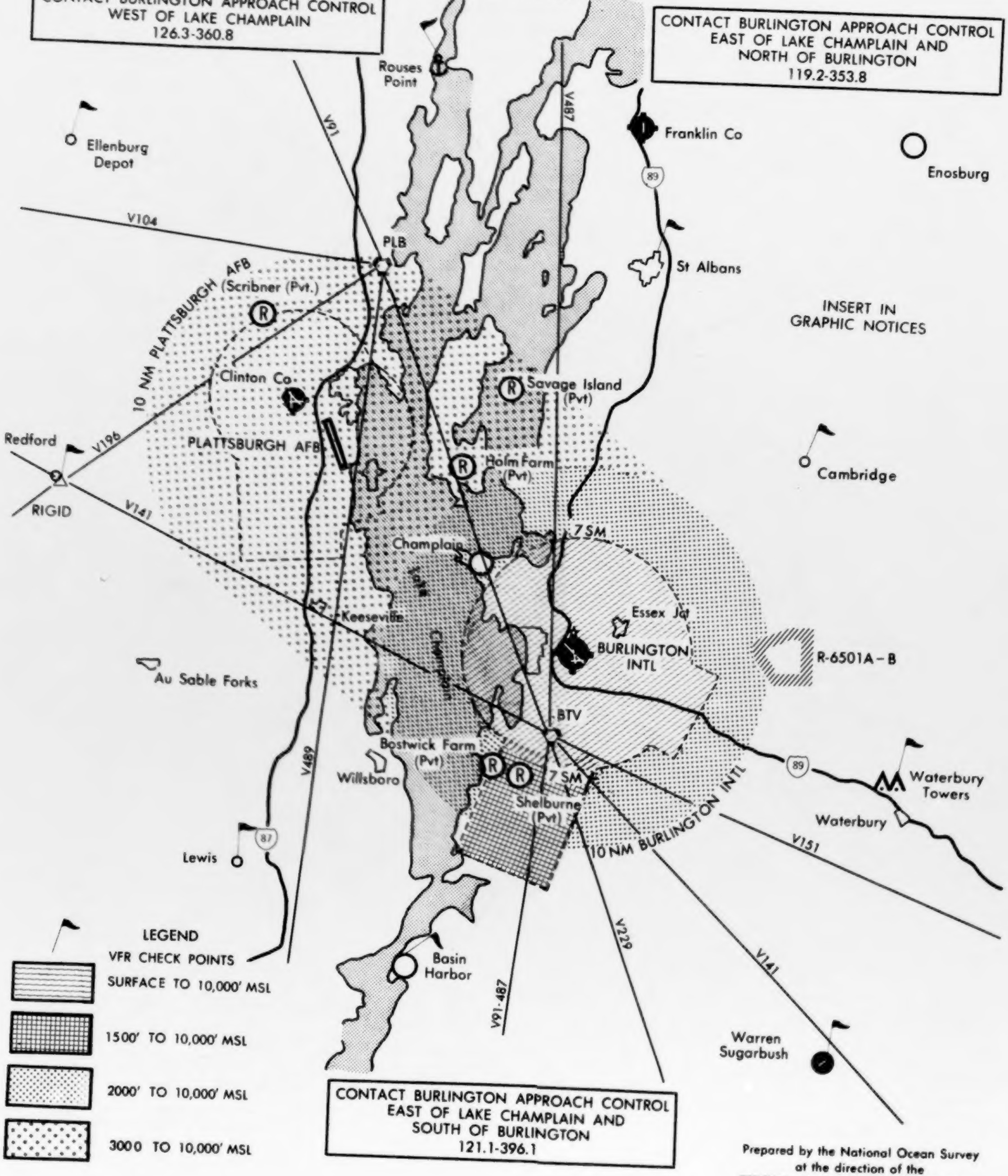
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BURLINGTON, VERMONT

BURLINGTON INTL
FIELD ELEV 335' MSL

PLATTSBURGH AFB
FIELD ELEV 235' MSL


CONTACT BURLINGTON APPROACH CONTROL
WEST OF LAKE CHAMPLAIN
126.3-360.8

CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN AND
NORTH OF BURLINGTON
119.2-353.8

CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN AND
SOUTH OF BURLINGTON
121.1-396.1

INSERT IN
GRAPHIC NOTICES

LEGEND

Rouses Point
Ellenburg Depot
Franklin Co
Enosburg
89
V91
V487
V104
PLB
St Albans
10 NM PLATTSBURGH AFB
(Scribner (Pvt.)
R
Clinton Co
Savage Island (Pvt)
PLATTSBURGH AFB
Redford
V196
RIGID
V141
Holm Farm (Pvt)
Cambridge
7 SM
Champlain
Lake Champlain
Keeseville
Essex Jct
BURLINGTON INTL
R-6501A-B
Au Sable Forks
BTV
Bostwick Farm (Pvt)
Willsboro
7 SM
Shelburne (Pvt)
10 NM BURLINGTON INTL
Waterbury Towers
Waterbury
V151
V489
Lewis
87
V229
V91-487
Basin Harbor
Warren Sugarbush
VFR CHECK POINTS
SURFACE TO 10,000' MSL
1500' TO 10,000' MSL
2000' TO 10,000' MSL
3000 TO 10,000' MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

15 AUG 1980

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

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CLASS TWO NOTAMS

October 16, 1980

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October 30, 1980

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

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U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF OCTOBER 3, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly Clsd. (8/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights Rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 Clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 Clsd. (4/79)

CALIFORNIA

ARCATA: VOR unusable 090-150 beyond 20 NM below 11000. (10/80) **Rwy 01-19 Rwy lgts OTS indef. VASI Rwy 01 OTS indef. (10/80)**

BURBANK-GLENDALE-PASADENA ARPT: Rwy 07-25 Clsd until 10/24. (8/80) GS Rwy 07 OTS until 10/21. (10/80)

LIVERMORE: Ctlz hrs are 0700-2200 daily. (9/80) 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80)

LOS ANGELES INTL: Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)

RED BLUFF, RED BLUFF MUNI ARPT: Men & Equip south end Rwy 15-33 daylgt hours until 11/30. (9/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 12/15. (10/80) Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Arpt Clsd B747/L500/C5A ATCT hrs 0600-2400 until 12/15.

SAN LUIS OBISPO COUNTY ARPT: Rwy 07/25 Clsd indefly. (10/80)

SANTA CATALINA: VORTAC OTS 10/31-11/5. (10/80)

SOUTH LAKE TAHOE, LAKE TAHOE ARPT: Thr Rwy 36 dsplcd 2044 ft. (9/80)
STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 123.0. (9/80)
DENVER STAPLETON INTL ARPT: LOC BC Rwy 17R unusable. (8/80)
GRAND JUNCTION: NDB unusable beyond 15 NM. (10/80)
PUEBLO MEMORIAL ARPT: Thr Rwy 17 dsplcd 1309 ft. (10/80)

CONNECTICUT

GROTON/NEW LONDON: Ctlz hrs are 0700-2300. (10/80)
NEW HAVEN: Vor unusable beyond 20 NM below 2700 feet. (10/80)
SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT CF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 532 ft cranes 2.4 miles NW of arpt. (7/80) Unicom freq 122.95. (10/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 17 VASI OTS 11-1/11-15. Rwy 35 VASI OTS 11-16/11-30. (8/80)
CROSS CITY ARPT: Boundary lgts operate dusk-dawn but are unreliable & subject to numerous failures. (9/80)
KEY WEST INTL ARPT: Unicom freq 122.95. (9/80)
MIAMI INTL ARPT: Rwy 12-30 Clsd B747 tkoffs UFN. (4/80)
ORLANDO INTL ARPT: ILS Rwy 36R CAT 2 NA. (10/80)
TITUSVILLE GEIGER LAKE: NDB OTS until 12/31. (10/80)
VENICE VENICE MUNI ARPT: Unicom freq 122.7. (9/80)

GEORGIA

MOULTRIE: Ctlz hrs are 0930-1830 daily. (10/80)
SAVANNAH HUNTER: VOR "SVN" OTS until 10/30. (9/80)
VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

BURLEY MUNI ARPT: Unicom freq 122.8. (9/80)
LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts Rwy 11-29 OTS 2200-0600 daily. (4/80)
McCALL, McCALL ARPT: Arpt Clsd CAB certificated non-scheduled ACR opns without PP. (9/80)

ILLINOIS

CHICAGO O-HARE INTL ARPT: ILS Rwy 22L OTS until 10/10. (9/80)
LITCHFIELD: NDB "LTD" OTS until 10/24. (9/80)
KANKAKEE: VOR "IKK" OTS 10/21-11/14. (10/80)
OTAWA ARPT: Unicom freq 122.7. (9/80)
PEORIA GREATER PEORIA ARPT: Rwy 12-30 8000 ft. by 150 ft. (10/80)
QUINCY MUNI ARPT: Unicom freq. 122.95. (10/80)

INDIANA

CRAWFORDSVILLE: NDB OTS until 11/10. (10/80)
GALVESTON ARPT: Arpt permly Clsd. (8/80)
GREENFIELD POPE FIELD: Rwy 09-27 Clsd UFN. (5/80)
KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)
LAPORTE MUNI ARPT: Freq 135.2 decom. (9/80)
LAFAYETTE HALSMER ARPT: Unicom freq 123.0. (9/80)
MICHIGAN CITY MUNI ARPT: Freq 135.2 decom. (9/80)

IOWA

LEMARS MUNI ARPT: Rwy 18-36 3850 ft by 75 ft. (9/80)
MUSCATINE MUNI ARPT: Rwy 05-23 4700 ft by 100 ft. (10/80)
ROCK RAPIDS: NDB "RRQ" OTS until 11/23. (10/80)
SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)
SIOUX CENTER: NDB "SOY" OTS until 11/23. (10/80)

KANSAS

GOODLAND: Effective 10/11 Ctlz will be in operation 24 hours. (10/80)
KANSAS CITY FAIRFAX MUNI ARPT: Rwy 13-31 Rwy lgts OTS & Rwy Clsd UFN. (9/80)
LEAWOOD STATE LINE ARPT: Arpt permly Clsd. (9/80)
OLATHE JOHNSON COUNTY: VOR "OJC" OTS until 10/23. (10/80)

WICHITA MID CONTINENT ARPT: ALS Rwy 19R OTS until 12/1. (9/80)

WINFIELD/ARKANSAS CITY: ILS Rwy 35 OTS until 10/23. (10/80)

KENTUCKY

CAMPBELLSVILLE TAYLOR COUNTY ARPT: Unicom freq 122.7. (10/80)

PIKESVILLE-PIKE COUNTY ARPT: Unmarked wires 1/2 mile S of arpt in apch area and 1 mi NW of arpt. Wires extrmly difficult to see. Pilots unfamiliar with area should request briefing from HTS. (9/80)

LOUISIANA

ALEXANDRIA ESLER REGIONAL ARPT: Rwy 14-32 Clsd indefly. (10/80)

BATON ROUGE RYAN ARPT: ALS Rwy 13 & 31 and RVR Rwy 13 OTS until 12/10. Rwy 13-31 Clsd until 12/10. (9/80)

JONESBORO ARPT: Arpt Clsd UFN. (7/80)

LEESVILLE FT. POLK-LEE ARPT: Ctlz hrs are 0500-2300 daily. (9/80)

RUSTON: VOR unusable 010-023;212-325;067-105. (10/80)

SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

AUGUSTA STATE ARPT: Unicom freq 122.95. (10/80)

PRINCETON: DME unusable 300-330 degrees below 4500 ft. within 25 NM. (10/80)

MARYLAND

FREDERICK MUNI ARPT: LOC & GS Rwy 23 OTS until 12/31 (9/80) Unicom freq. 123.0. (10/80)

MASSACHUSETTS

LAWRENCE MUNI ARPT: Ctlz hrs 0900-1700 daily. (9/80)

MICHIGAN

BENTON HARBOR ROSS FLD: Unicom freq 122.95. (10/80)

GRANT, GRANT ARPT: Rwy 14-32 Clsd until 2/82. (9/80)

IRON MOUNTAIN/KINGSFORD: Ctlz hrs are 0600-2200 daily. (10/80)

IRONWOOD: Ctlz hrs are 0500-2200 daily. (10/80)

MANISTEE MANISTEE CO-BLACKER ARPT: PPR for unsked CAB Cert acft. (9/80)

MUSKEGON COUNTY ARPT: Unicom freq. 122.95. (10/80)

SAGINAW HARRY BROWN ARPT: Rwy 05-23 Clsd UFN. (8/80)

SAGINAW TRI CITY ARPT: Thr Rwy 23 dsplcd 764 ft & NE 189 ft Rwy 05-23 clsd until 11/6. (10/80)

TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 122.95. (10/80)

TROY BIG BEAVER APRT: Cranes w/100 ft booms oper 200 ft west & 150 ft south Rwy 18-36 Mon-Fri dawn till 2100. Booms lowered other hours. Rwy 18-36 Clsd drng hours cranes are oper. (9/80)

MINNESOTA

BAUDETTE INTL ARPT: Rwy 07-25 clsd until Autumn 1981. (10/80)

BEMIDJI: Ctlz hrs are 0600-2100 daily. (10/80)

BRAINERD: Ctlz hrs are 0600-2100 daily. (10/80)

DULUTH INTL ARPT: LOC Rwy 09 unusable MM inbound. (10/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

MINNEAPOLIS FLYING CLOUD ARPT: LOC Rwy 09R unusable byd 30 deg North of Cntrln. (10/80)

WORTHINGTON: Ctlz hrs are 0545-2000 Mon-Sat & 0800-2000 Sun. (10/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT; Unicom freq 122.8. (10/80)

GULFPORT - BILOXI REGIONAL ARPT: Twr & Ctlz hours 0530-2330. (10/80) Rwy 04-22 clsd until 1/81. (10/80)

LOUISVILLE WINSTON COUNTY ARPT: Rwy 17-35 4250 ft by 75 ft. (10/80)

MISSOURI

CARROLLTON MEMORIAL ARPT: Rwy 17-35 2590 ft by 52 ft. (9/80)

FESTUS MEMORIAL ARPT: Unicom freq 122.8. (9/80) NDB OTS until 11/1. (10/80)

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

LAMBERT-ST LOUIS INTL ARPT: Rwy 12L-30R clsd until 12/11. (10/80)

MONTANA

GLASGOW: VOR "GGW" OTS until 12/25. (10/80)

LIVINGSTON: Ctlz hrs are 0600-2200 daily. (9/80)

NEBRASKA

ALLIANCE MUNI ARPT: Rwy 04-22 permly Clsd. (9/80)

FREMONT MUNI ARPT: Thr Rwy 13 dsplcd 195 ft. Thr Rwy 31 dsplcd 110 ft. (10/80)

NEVADA

TONOPAH TONOPAH ARPT: Arpt Clsd nights until 11/1. (9/80)

RENO CANNON INTL ARPT: Rwy 16-34 Clsd 2400-0600 Mon-Fri until 11/1. (10/80)

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL Rwy 02-20 OTS. (1/80)

WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L Clsd UFN. (7/80)

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)

MANVILLE, KUPPER ARPT: Unicom freq 122.7. Thr Rwy 07 dsplcd 300 ft. Thr Rwy 25 dsplcd 340 ft. (9/80)

MOUNT HOLLY BURLINGTCN COUNTY ARPT: Rwy 08-26 3908 ft by 50 ft. (9/80)

NEW MEXICO

ALAMOGORDO, ALAMOGORDO-WHITE SANDS REGIONAL ARPT: PPR for unsked CAB certificated ACR opns. (9/80)

LAS VEGAS: Ctlz hrs 0600-2200. (10/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80) ILS Rwy 19 CTS until 11/1. (10/80)

LAKE PLACID ARPT: Arpt Clsd nights. (2/80)

ODGENSBURG, ODGENSBURG INTL ARPT: Arpt Clsd CAB certificated ACR opns 2230-0500 Sun-Fri & 1530-0800 Sat excp two hours PP. (9/80)

PERRY PERRY-WARSAW ARPT: Arpt Clsd UFN. (9/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 Clsd UFN. (5/80)

NORTH CAROLINA

ASHEVILLE ASHEVILLE MUNI ARPT: Rwy 16-34 8000 ft by 150 ft. (9/80)

CHARLOTTE DOUGLAS MUNI ARPT: Unicom freq 122.95. (10/80)

RALEIGH-DURHAM ARPT: Rwy 14-32 Clsd UFN. (10/80)

ROCKY MOUNT DOWNTOWN ARPT: Arpt clsd permly. (10/80)

STATESVILLE MUNI ARPT: Unicom freq 123.0. (9/80) Rwy 10-28 4800 ft by 100 ft. (9/80)

NORTH DAKOTA

NO NOTICES THIS ISSUE

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 Clsd. (9/79)

CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 Clsd UFN. (6/80)

COLUMBUS BOLTON FLD: Ctlz hrs are 0800-0100 Sun-Thur. 0800-2200 Fri-Sat. (10/80)

COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R Thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)

DAYTON INTL ARPT: Rwy 06L-24R Clsd; ALS & ILS Rwy 06L-24R OTS. (8/80) ILS Rwy 06L CAT 2 NA. (8/80)

NAPOLEON HENRY COUNTY ARPT: Thr Rwy 10 dsplcd 112 ft. daylgt;250 ft. night. Thr Rwy 28 dsplcd 250 night only. (10/80)

OTTAWA: Unicom freq 122.7. (9/80) NDB OTS until 11/1. (10/80)

STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)

TROY SKYPARK ARPT: Arpt Clsd UFN. (7/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

YOUNGSTOWN MUNI ARPT: REIL's Rwy 05 & 23 OTS UFN. (8/80) GS Rwys 14 & 32 OTS until 11/8. (9/80) Rwy 14-32 Clsd until 11/8. (9/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights Rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80)

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80) Rwy lgts OTS until 1/82 (10/80)

TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

McMINNVILLE MUNI ARPT: Unicom freq. 122.75. (9/80)

MEDFORD, MEDFORD-JACKSON COUNTY ARPT: Unicom freq 122.95. (9/80)

PENNSYLVANIA

BRADFORD ARPT: VOR unusable 145-156 beyond 15 NM; 156-220 beyond 10 NM; 220-247 beyond 30 NM below 6000 ft; 247-262 beyond 15 NM below 7000 ft. (9/80)

COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; Thr Rwy 29 dsplcd 298 ft UFN. (8/80)
CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)
FORT INDIANTOWN GAP: Ctlz hrs are Wed-Fri 0800-2300; Sat-Tues 0800-1630 excluding Federal legal holidays. (9/80)
FRANKLIN CHESS-LAMBERTON ARPT: Unicom freq. 122.7. (10/80)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)
POTTSVILLE SCHUYLKILL COUNTY ARPT: Arpt Clsd nights; SW 900 ft Rwy 04-22 Clsd UFN. (8/80) Rwy 11-29 Clsd UFN. (9/80)
REDDING MUNI ARPT: Unicom freq. 122.95. (10/80)
SHARON ARPT: Arpt Clsd UFN. (10/80)
STATE COLLEGE UNIVERSITY PARK ARPT: CTLZ hrs are 0600-2300 Sun-Fri/ 0600-2100 Sat. (10/80)
TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 Clsd 2300-0600 excp Fri-Sat UFN. (8/80)

PUERTO RICO

PONCE: VOR "PSE" OTS until 11/1. (10/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

NO NOTICES THIS ISSUE

SOUTH DAKOTA

BROOKINGS MUNI ARPT: Ctlz hrs are 0600-2230. (9/80)
RAPID CITY REGIONAL ARPT: ILS Rwy 32 OTS until 11/26. (10/80)

TENNESSEE

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)
LEXINGTON, FRANKLIN WILKINS ARPT: REIL's/VASI Rwy 15/33 OTS indefly. (7/80)
LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80)
MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 Clsd indefly. (7/80) VOR "MEM" unusable 020-120 beyond 20 NM below 3000 ft 235-265 beyond 34 NM below 4000 ft. (10/80)

TEXAS

ARCHER CITY MUNI ARPT: Unicom freq 122.8. (9/80)
BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 20 Clsd tkoff and lndgs; Rwy 2 open days only UFN. (4/80)
COLUMBUS ARPT: Rwy 13-31 Rwy lights OTS UFN. (4/80)
GRAND PRAIRIE MUNI ARPT: Rwy 17-35 4000 ft by 75 ft. (10/80)
HARLINGEN INDUSTRIAL AIRPARK: Rwy 17R-35L Clsd UFN. (8/80)
HOUSTON WILLIAM P. HOBBY ARPT: ILS Rwy 04 OTS 10/8-10/19. (10/80)
LUBBOCK INTL ARPT: Rwy lights Rwy 08-26 OTS indefly excp High intst. (7/80)
MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)
OLNEY MUNI ARPT: Rwy 35 Thr dsplcd 825 ft nights only. (9/80)
PEARLAND ARPT: Unicom freq 123.05. (9/80)
STEPHENVILLE CLARK FIELD MUNI ARPT: Unicom freq. 122.8. (10/80)
WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)
HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)
HOT SPRINGS, INGALLS FIELD: Rwy 14-32 Clsd indefly. (5/78)
LYNCHBURG MUNI-PRESTON GLENN FLD: Unicom freq. 122.95. (10/80)
MARTINSVILLE BLUE RIDGE ARPT: Unicom freq. 122.7. (10/80)
PETERSBURG MUNI ARPT: Rwy 14-32 3000 ft. by 50 ft. (10/80)
SOUTH HILL MECKLENBURG-BRUNSWICK REGIONAL ARPT: Unicom freq. 122.8. (9/80)
WISE LONESOME PINE APRT: VOR "LNP" unusable 220-270 and 065-075. (10/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave-in at NE end of Rwy 23 500 ft from end of ARwy to 15 1/2 ft off end of Rwy. (4/80) NE 800 ft Rwy 05-23 Clsd. Arpt Clsd nights. (7/80)

WISCONSIN

BELOIT ARPT: Unicom freq 122.7. (10/80)
EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)
JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd UFN. (9/80)
MILWAUKEE LAWRENCE J. TIMMERMAN ARPT: Unicom Freq. 122.95. (10/80)
MOSINEE: Ctlz hrs are 0600-0045 daily. (10/80)

WYOMING

FORT BRIDGER MUNI ARPT: First 200 ft Rwy 24 Clsd. (9/80)
PINE BLUFFS MUNI ARPT: Unicom freq. 122.8. (10/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD MAR-AUG

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS. DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N100MA	DC49	Sil
N111R	C310	Wht/Orq
N1229C	C414	Wht/Yel
N140PC	C172	Wht/Blu
N1543S	QA	Wht
N1568X	Piper	Wht/Grn
N2034T	C182	Whit/Orq
N274C	B95	Wht/Gld
N27737	PA31	Wht
N28330	AA1	Wht/Orq
N3184W	BE55	Wht/Blu/Gld
N31876	PA Lance	Wht/Brn
N3215Q	C401	Unk
N3434W	PA28	Wht/Red
N300BU	C310R	Blu/Wht
N36653	Seneca	Wht/Brn
N37101	C404	Wht/Blu
N37431	C421C	Wht/Blu
N39614	PA Lance	Wht
N40253	Aztec	Wht/Yel/Blk
N4596A	C152	Blu/Red/Wht
N4623U	C206	Tan
N47364	PA Seneca	Wht
N47645	PA2801T	Wht/Grn/Blk
N49947	C402	Wht/Red
N5363X	C206T	Wht/Mrn/Tan
N5427F	PA28	Wht
N55051	PA Seneca	Wht/Red/Blk
N56206	Stearman Bi-Plane	Blk
N6073Y	PAZT	Unk
N6174D	PA Tri-Pacer	Wht
N62BM	PAZT	Wht/Red/ Blk
N6375C	C210	L.Blu/D. Blu
N63801	PA23-250	Brn/Orq
N642LS	C411	Wht
N66TA	C421	Blu/Wht
N7074B	PA Supercub	Red/Wht
N732GU	C206 Super Skylane	Unk
N73578	C206 Stationair 8II	Unk
N761JE	C210	Gld/Brn/Wht
N761LN	CT210M	Wht/Brn/Orq Trm
N7661S	Bellanca 7KCAB	Yel
N88700	C404 Titan	Wht/Red
N88832	C441	Gld/Wht
N9027Q	BE55	Unk
VQ-TAC	C310	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
CA	Arcata/Eureka	AS
	China Lake	AU
	Fullerton Muni	LTD
	Riverside Muni	LTD
	Sacramento	DS
	San Luis	AS
FL	Key West	AU
KY	London-Corbin	A
ME	Auburn-Lewiston	L
	Old Town	N
	Presque Isle	L
NY	Ogdensburg	AS
VA	Newport News	B

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1723 SEPTEMBER 30, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS AND SELECTED FLIGHT RESTRICTIONS, PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEY SHOULD BE REVIEWED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1108 FI/P CORRECT US GOVT ENROUTE LOW ALT CHART L-23 PANEL A EFF 10 JULY 1980. EON VORTAC FREQ 113.2 AND CHANNEL 79 VICE 116.1 AND CHANNEL 108.

FDC 0/1232 FI/T /DEC /DECATUR, DECATUR IL. NDB RWY 6 AMDT 1 SI MINS ALL CATS NA.

FDC 0/1376 FI/T /ORD/ CHICAGO-O'HARE INTERNATIONAL CHICAGO IL. ILS RWY 9L AMDT 4 SI LOC RWY 9L MDA 1140 FT HAT 482 FT ALL CATS VIS CAT D RVR 5000. ILS RWY 9R AMDT 10 SI LOC RWY 9R MDA 1140 FT HAT 475 FT ALL CATS. NDB RWY 9R AMDT 12 SI MDA 1200 FT HAT 535 FT ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES.

INDIANA

FDC 0/1486 FI/T /GYY/ GARY MUNI GARY IN. ILS RWY 30 ORIG SI LOC VIS CAT A B C 3/4 CAT D 1 MILE. ADD PROCEDURAL DATA NOTES ACTIVATE MALSR RWY 30 - 126.3 INCREASE SI LOC VIS CAT A AND B 1/4 MILE CAT C AND D 1/2 MILE FOR INOPERATIVE MALSR. NDB RWY 30 AMDT 3 VIS CAT A AND B 3/4 MILE CAT C 1 1/4 MILE CAT D 1 3/4 MILE. ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3. VOR/DME RWY 2 AMDT 2 ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3.

MICHIGAN

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

FDC 0/1545 FI/T /GLR/ OTSEGO COUNTY GAYLORD MI. VOR RWY 9 ORIG & VOR RWY 27 ORIG PROCS NA.

FDC 0/1547 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS MI NDB-A AMDT 1 TRML ROUTES DSTC BFA NDB TO BOBYE INT 4.8 AND FAF GOYBE INT TO THRESHOLD 4.8 NM.

FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

FDC 0/1581 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 3 ADD PROC DATA NOTE RADAR REQUIRED.

FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1598 FI/T /3HE/ LIVINSGON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1599 FI/T /0G9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

FDC 0/1603 FI/T /ARB/ ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 8 VOR RWY 24 AMDT 7 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY. DETROIT,MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

#FDC 0/1639 FI/T /2G5/ GROSSE ILE MUNICIPAL, DETROIT/ GROSSE ILE MI. VOR-A AMDT 1 NIGHTS MINS NA.

#FDC 0/1679 FI/T /PTK/ OAKLAND-PONTIAC, PONTIAC, MI. VOR RWY 27L AMDT 11 AND LOC BC RWY 27L AMDT 4 SI RWY 27L MDA 1520/ HAT 544 ALL CATS. VIS CAT C 1 1/2 MILE, CAT D 1 3/4 MILE. CIRCLING MDA 1520/HAA 540 CAT A, B.

OHIO

FDC 0/1541 FI/T /CGF/ CUYAHOGA COUNTY, CLEVELAND, OH. NDB RWY 23 AMDT 1 VOR RWY 23 AMDT 1 AND RNAV RWY 23 AMDT 6 STRAIGHT-IN MINS NA FROM 0800-1630 LOCAL TIME.

#FDC 0/1722 FI/T /YNG/ YOUNGSTOWN MUNI OH RADAR-1 AMDT 6 SI RWY 5 MDA 1540, HAT 396 ALL CATS. 1 MILE VIS CAT A B C 1 1/4 MILE VIS CAT D. RWY 5 FAF 5 MILES FROM THR MIN ALT 2700. FINAL APPROACH COURSE 050. MISSED APPROACH POINT 1/2 MILE FROM THR. CLIMB TO 2700, THEN DIRECT YNG VORTAC AND HOLD, NORTH, RIGHT TURN, 183 INBOUND.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1331 FI/P /HYR/ HAYWARD MUNI HAYWARD WI. VOR RWY 2 AMDT 2 VOR RWY 20 AMDT 2. DELETE TERMINAL ROUTE GRASS INT TO HYR VOR. NDB RWY 20 AMDT 7 CORRECT COURSE AND DISTANCE TO GRASS INT TO SLY NDB 215/18.4. THIS IS VOR RWY 02 AMDT 03 VOR RWY 20 AMDT 3 AND NDB RWY 20 AMDT 8.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,V 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

#FDC 0/1666 FI/T /B19/ BIDDERFORD MUNI BIDDERFORD ME. RADAR - 1 ORIG PROC NA.

#FDC 0/1667 FI/T /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME. RADAR - 1 ORIG PROC NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME, VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

MARYLAND

FDC 0/1427 FLIGHT RESTRICTION 1.5 NAUTICAL MILE RADIUS OF THE PATUXENT RIVER MD. /PXT/ VORTAC 110 DEGREE RADIAL AT 017 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. LASER BEAM OPERATIONS. LASER BEAM MAY POSSIBILY BE INJURIOUS TO PILOTS EYES IN FLIGHT WITHIN 6000 FEET OF LIGHT SOURCE. SALISBURY MD. /SBY/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES THRU 10/20 1315-1515/1715-1915 DAILY.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/1549 FI/P /EWB/ NEW BEDFORD MUNI NEW BEDFORD MA. ILS RWY 5 AMDT 15. CORRECT US GOVT CHART /AL-644/ BY CHANGING TCH TO 35 FEET.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 0/1595 FI/T /EEN/ EILLANT-HOPKINS, KEENE,NH ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PLANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1472 FI/T /CXY/ CAPITAL CITY, HARRISBURG, PA. VOR RWY 12 AMDT 14 PROC NA.

FDC 0/1542 FI/P /2G7/ NEW CASTLE MUNI, NEW CASTLE PA. NDB RWY 22 ORIG REDESIGNATED NDB RWY 23 AMDT 1. IFR TAKEOFF MINIMUMS RWY 05/23/31 STANDARD. RWY 13 300-1 OR STANDARD WITH MINIMUM CLIMB OF 320 FEET PER NM TO 1300 FEET.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMAC COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY

18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

FDC 0/1546 FI/T /0R9/ HAMMOND MUNI HAMMOND LA, ILS RWY 18 ORIG SI MINS NA.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1019 FI/T /TCC/ TUCUMCARI MUNI TUCUMCARI NM. VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROC NA WHEN TCC FSS IS CLOSED.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER; ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/1364 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 6. ILS RWY 17R AMDT 2 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

FDC 0/1482 FI/T /OKM/ OKMULGEE MUNI OKMULGEE OK. ILS RWY 17 ORIG SI ILS VIS 1 MILE ALL CATS SI LOC VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/2 MILES CAT C. NDB RWY 17 ORIG SI VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/4 MILES CAT C.

FDC 0/1540 FI/P /MLC/ MCALESTER MUNI MCALESTER, OK. LOC RWY 1 CRIG NDB RWY 1 ORIG SI VIS 3/4 MILE CAT A/B. THESE ARE AMDTS 1.

FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TUSLA OK ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TO OILLR LOM 3000 FEET.

#FDC 0/1662 FI/T /MLC/ MCALESTER MUNI, MCALESTER, OK. LOC RWY 1 AMDT 1 SI MDA 1260/HAT 504 ALL CATS, VIS CAT C 1 1/2 MILE.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTCNIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VCR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 CRIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/735 FI/T /MAF/ MIDLAND REGIONAL MIDLAND TX. ILS RWY 10 AMDT 10 GLIDE SLOPE UNUSABLE BELOW 3067 FT.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIUMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1375 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX LOC BC RWY 22 AMDT 19 DISREGARD GLIDE SLOPE INDICATIONS. THIS IS AMDT 20.

FDC 0/1426 FI/T/SPS/SHEPPARD AFB/WICHITA FALLS MUNI. WICHITA FALLS TX. LOC BC RWY 15R AMDT 8 SI MDA 1400 FT/HAT 402 FT ALL CAT. SI VIS 1 1/4 MI CAT C. CIRCLING MDA 1400 FT/HAA 385 FT CAT A. CAT C S-LOC INOPERATIVE TABLE DOES NOT APFLY.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, PRESIDIO, TX NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

FDC 0/1591 FI/T /MRF/ MARFA MUNI, MARFA, TX. VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

#FDC 0/1714 FI/T /TX06/ MEXIA-LIMESTONE COUNTY, MEXIA, TX. NDB-A ORIG CIRCLING MDA 1180/HAA 637 CAT A/B/C.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/1579 FI/T /MGM/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER AL COPTER NDB 060 ORIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

#FDC 0/1686 FI/P /PRN/ GREENVILLE MUNI, GREENVILLE, AL. NDB RWY 33 AMDT 2 REDESIGNATED NDB RWY 32, AMDT 3. TAKEOFF MINIMUMS RWY 32 STANDARD, RWY 14, 300-1. DEPARTURE PROCEDURES: RWY 14/32 CLIMB RWY HEADING TO 800 FEET BEFORE TURNING ON COURSE. THIS IS AMDT 1.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTCN BEACH ARPT FL. CORRECT US GOVT CHART NEW CRLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/1175 FI/T /PBI/ PALM BEACH INTERNATIONAL WEST PALM BEACH FL. ILS RWY 9L AMDT 16 NDB 9L AMDT 14 MSA PB 25 NM 2600.

FDC 0/1176 FI/T /PHK/ PALM BEACH COUNTY GLADES PAHOKEE FL. VCR RWY 17 AMCT 7 MSA PHK 25 NM 2600.

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1277 FI/T /MAI/ MIAMI INTERNATIONAL MIAMI FL. RNAV RWY 9L AMDT 7 SI MDA 400 FT/HAT 391 FT ALL CATAGORIES.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VCR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 11/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 11/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT 451 FT ALL CATS. RADAR-1 AMDT 18 RWY ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 21/4 MILES CAT D 21/2 MILES. NA.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 13/4 MI CAT D 21/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 11/2 MI CAT D 13/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 13/4 MI CAT D 21/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND

CIRCLING VIS CAT C 2 MI CAT D 21/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 11/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

FDC 0/1386 FI/T /AHN/ ATHENS MUNI ATHENS GA. VOR RWY 2 AMDT 7 VOR SI MDA 1220 FT ALL CATS.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRLCING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

KENTUCKY

FDC 0/1480 FI/P /016/ TAYLOR COUNTY CAMPBELLSVILLE NY. NDB RWY 5 ORIG CORRECT US GOVT CHART AL-5210 SOUTHEAST VOL 1 7 AUG 1980 PROC TURN SHOULD BE ON SOUTH SIDE OF COURSE 212 DEG OUTBOUND.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

FDC 0/1682 FI/T /GPT/ GULFPORT-BILOXI REGIONAL/GULFPORT/ MS. NDB RWY 13 AMDT 6 MAP 6.3 NM AFTER PASSING BAYCU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI RWY 13 MDA 540/HAT 516 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/2 MILE CAT D 1 3/4 MILE. ILS RWY 13 AMDT 7. SI ILS RWY 13 MINS NA. MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI LOC RWY 13 MDA 480/HAT 456 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/4 MILE CAT D AND E 1 1/2 MILE. VOR RWY 13 /TAC/ AMDT 17 SI RWY 13 VIS CAT A/B 1 MILE CAT C 2 MILE CAT D 2 1/4 MILE CAT E 2 1/2 MILE. DME MINIMA SI RWY 13 VIS CATS A/B/C 1 MILE CAT D 1 1/4 MILE CAT E 1 1/2 MILE. RADAR-1 AMDT 1 SI RWY 13 VIS CATS A/B 1 MILE. CAT C 1 1/4 MILE CAT D/E 1 1/2 MILE.

NORTH CAROLINA

FDC 0/1260 FI/T/RWI/ROCKY MOUNT WILSON ROCKY MOUNT NC. LOC BC RWY 22 ORIG NA.

FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

FDC 0/1586 FI/T /CLT/ DOUGLAS MUNI CHARLOTTE NC. ILS RWY 18R ORIG. STRAIGHT IN RWY 18R ILS ONLY MINS NA. FAF SOPHE INT 7.1 DME CLT VORTAC.

FDC 0/1635 FI/T /RMT/ ROCKY MOUNT DOWNTOWN ROCKY MOUNT NC. VOR-A AMDT 10 AND VOR/DME-B AMDT 7 NA.

*FDC 0/1661 FI/P /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY, NC. NDB-A AMDT 5 VOR RWY 1, AMDT 5. VOR RWY 19, AMDT 4, ADD PROCEDURAL DATA/NOTES, CAUTION: TETHERED BALOON, LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY. THIS IS NDB-A AMDT 6, VOR RWY 1 AMDT 6, VOR RWY 19 AMDT 5.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

*FDC 0/1716 FI/T /3A9/ SEVIER-GATLINBURG, SEVIERVILLE, TN. VOR/DME RWY 10 AMDT 1 CIRCLING TO RWY 28 AT NIGHT NA. IFR DEPARTURE RWY 10 AT NIGHT NA.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24I MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 11/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/686 FI/T EFFECTIVE 15 MAY 1980 J128 FROM LOS ANGELES CA. VORTAC TO INT 068 RADIAL LOS ANGELES VORTAC AND 046 RADIAL PARADISE CA. VORTAC MEA 18000 FT. MAA 45000 FT FROM INT 068 RADIAL LOS ANGELES VORTC AND 046 RADIAL PARADISE VORTAC TO PEACH SPRINGS AZ. VORTAC MEA 25000 MAA 45000. CHANGE OVER POINT 103 MILES FROM PARADISE VORTAC AND 119 MILES FROM PEACH SPRINGS VORTAC.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1489 FI/T /ACV/ ARCATA, ARCATA-EUREKA CA. VOR RWY 13 AMDT 3 MINIMUM ALTITUDE BETWEEN YAGER INT AND KNEES INT 11000 FEET MSL.

FDC 0/1490 FI/T V-195 FORTUNA /FOT/ VORTAC TO RED BLUFF /RBL/ VORTAC. YAGER INT IDENTIFIED BY FOT VORTAC R-091 AND I-ACV LOCALIZER SE COURSE ONLY.

FDC 0/1620 FI/P /OAK/ METROPOLITAN OAKLAND INTL OAKLAND CA. NDB RWY 27R ORIG ILS RWY 27R AMDT 28 VOR/DME RWY 27L AMDT 9 MISSED APPROACH CLIMB TO 3000 VIA OAK R-313 TO PEERE INT AND HOLD. THIS IS NDB RWY 27R AMDT 1 ILS RWY 27R AMDT 29 VOR/DME RWY 27L AMDT 10.

FDC 0/1629 FI/T /SMX/ SANTA MARIA PUBLIC SANTA MARIA CA. LOC BC-A AMDT VOR-B AMDT 9 PROCS NA.

FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

*FDC 0/1700 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE PALMDALE CA. /PMD/ VORTAC 242 DEGREE RADIAL AT 025 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACT TO 2000 FEET ABOVE GROUND LEVEL. LANCASTER, CA. /WJF/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/516 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED: V8S/V220 AKO VORTAC TO PASSE INT, 7000; V220 PASSE INT TO MCK VOR, 7000; V216 ORIAN INT TO HLC VORTAC, 6300.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1368 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. RNAV RWY 33 AMDT 2 SI VIS 1 MILE CAT D. ADD NOTE; CAT D S-33 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3.

FDC 0/1369 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 ORIG MISSED APPROACH: CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 VIA R-248 TO GLL VORTAC. THIS IS AMDT 1.

FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8I AMDT 17, ILS RWY 26R AMDT 7 AND VCR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SEETINGS NOT AVAILABLE.

FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VCR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

#FDC 0/1715 FI/P /FCS/ BUTTS AAF, FORT CARSON, CO. VOR RWY 31 ORIG, RADAR-1 AMDT 3. ADD PROCEDURAL DATA/NOTE; WHEN CONTROL ZONE NOT IN EFFECT USE COLORADO SPRINGS, CO ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET. THIS IS VOR RWY 31 AMDT 1 AND RADAR-1 AMDT 4.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VCR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVAILABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

#FDC 0/1707 FI/T /ENV/ WENDOVER, WNEDOVER, UT. VOR/DME-A ORIG CHANGE TO VOR/DME OR TACAN-A ORIG. ADD CAT E CIRCLING MDA 5760/HAA 1520 VIS 3. CHANGE BVL R-067/5 TO BVL R-067/10. ADD ALTN MIN CAT E 1600-3. 15 NM PROC TURN AUTHORIZED CAT E. ADD TO MSSSED APPROACH; TACAN ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NORTHEAST LEFT TURNS 247 INBOUND 5 NM LEGS.

NORTH CENTRAL

IOWA

FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT

ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG:NOT AUTHCRIZED. ILS RWY 17 ORIG; PROCEDURE TURN NCT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TC FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TC 3200 FEET DIRECT EWK NDB AND HCLD SOUTH. LEFT TURNS, 357 INBOUND.

FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RVAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1/14 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

FDC 0/1567 FI/P /HUT/ HUTCHINSCN MUNI/ HUTCHINSON/ KS. ILS RWY 13 AMDT 10 AND NDB RWY 13 AMDT 9. TERMINAL RCUTE ALTITUCE HUT VORTAC TO HU LOM 3000 FEET. THIS IS ILS RWY 13 AMDT 11 AND NDB RWY 13 AMDT 10.

FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. IFR TAKEOFF MINIMUS; RWY 3/16/21/34, STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

MISSOURI

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRLCING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FDC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

FDC 0/1044 FI/T /JLN/ JOPLIN MUNI, JOPLIN MO. NDB RWY 13, AMDT. 20 AND ILS RWY 13, AMDT. 18: TERMINAL RCUTE EOS VORTAC TO LUMMS LOM MEA 3100 VICE 3000.

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TERMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA 25NMR DMO NDB 2700 FEET.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TC 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD CR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 - 126.2.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

*FDC 0/1655 FI/P /LBF/ LEE BIRD FIELD NORTH PLATTE NE. CORRECT US GOVT CHANGE NOTICE IFR TAKEOFF MINIMUMS/DEPARTURE PROCEDURES AND IFR ALTERNATE MINIMUMS BY ADDING THE FOLLOWING; TAKEOFF MINIMUMS - RWYS 17/12R/12L/08/35/30L/30R/26. STANDARD FAR 135 AUTHORIZATION RWY 30R 3/4 MILE. IFR DEPARTURE PROCEDURES - RWY 35, WESTBOUND DEPARTURES 170 CW 350/CLIMB TO 3700 VIA HEADING 350 AND LBF R-010 BEFORE TURNING. RWYS 30L/30R/26, NORTHBOUND DEPARTURES/280 CW 100/CLIMB TO 3700 VIA HEADING 280 AND LBF R-329 BEFORE TURNING. IFR ALTERNATE MINIMUMS - NDB RWY 30L STANDARD CATS A/B/C, 800-2 1/4 CAT D. RNAV RWY 12R AMDT 2 CORRECT US GOVT CHART/AL-292/MAP COORDINATES ARE LAT 41-07-58.85N LONG 100-42-25.3W. ILS RWY 30R ORIGINAL COURSE/DISTANCE 15 DME ARC TO PANBE INT/OM 296/8.2 /I-LBF/. VOR RWY 35 AMDT 14 COURSE DISTANCE 7 DME ARC TO LBF VORTAC 018/7.0 /LBF R-198/.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

FDC 0/1573 FI/P/FSD/ JOE FOSS FIELD, SIOUX FALLS, SD. VOR OR TACAN RWY 15 AMDT 13. CORRECT US GOVT CHART/AL-396/BY CHANGING PROCEDURE TURN BARB TO NORTH SIDE OF COURSE.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO: USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/457 FI/T RDM VORTAC, REDMOND, OR MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC (IMB), 13,000 E & W BOUND; V-269 FROM WILDHORSE, OR VORTAC (ILR) TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC (LKV) TO RDM, 11,000; V-25 FROM OCTAD TO RDM, 12,000 N-BOUND; V-121, FROM VIDAS TO RDM, 14,000; V-121 N/V-536 FROM MANTE TO RDM, 12,000; V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENTS ARE NOT AUTHORIZED: V-536 FROM RDM TO ZORNS, V-536 FROM ZORNS TO ROAMS; V-536 FROM ROAMS TO RENCE. REASON: RESULTS OF FLIGHT CHECK.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.
FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.
AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1462 FI/T /PWT/ KITSAP COUNTY BREMERTON WA. LOC BC RWY 1 AMDT 1 NA.

FDC 0/1543 FI/T /NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON. IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

FDC 0/1569 FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA. ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

FDC 0/1653 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

#FDC 0/1689 FI/T /OMK/ OMAK, OMAK. WA. NDB/A AMDT 1 NA.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN PORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT

C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/ NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

FDC 0/1558 FI/P /SNP/ ST PAUL ISLAND ST PAUL ISLAND AK NDB-3 RWY 36 ORIG. CORRECT US GOVT CHART /AL-2119/ BY CHANGING SPY NDB FREQ TO 314.

#FDC 0/1681 FI/T /VDZ/ VALDEZ NO 2 VALDEZ AK. LDA/DME-C ORIG. ORIG PROC NA BETWEEN 0100Z-1700Z.

#FDC 0/1692 FI/T /BRW/ WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. NDB RWY 6 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 29/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. NDB RWY 24 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 28/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. DISTANCE FAF TO THRESHOLD 2.1 MILES.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

PUERTO RICO

#FDC 0/1684 FI/T /SJU/ PUERTO RICO INTERNATIONAL SAN JUAN PUERTO RICO. ILS BC RWY 25 AMDT 6 NA.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.

2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.

3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

PART 2 OF 2.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION

FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

#FDC 0/1708 OMEGA STATION H JAPAN OFF AIR 130000Z UNTIL 260800Z OCT 1980

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

The Alert Weather Watch (AWW) and Convective SIGMET (WST) reports have been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S—"Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S—"Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S—"How many hours from now? maximum is 30"

P—6; # #

S—"Six"

S—"At what altitude?"

P—85; # # (or 8500; # #)

S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

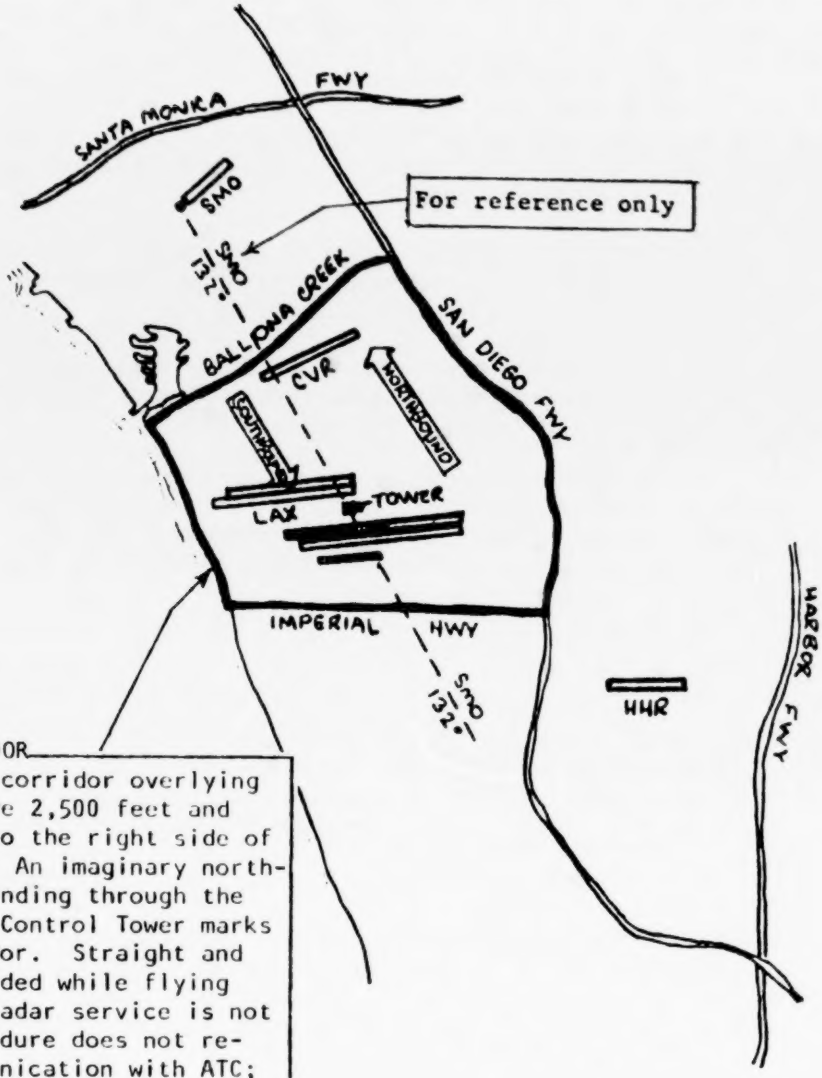
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA FWY
SMO
SMO 132°
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL HWY
SMO 132°
HHR
HARBOR FWY

For reference only

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

EXAM-O-GRAMS

EXAM-O-GRAMS ARE PREPARED ON SUBJECTS WHICH PROVE PARTICULARLY TROUBLESOME TO APPLICANTS IN WRITTEN TESTS. THEY PROVIDE INFORMATION ON ITEMS WHICH ARE OPERATIONALLY IMPORTANT BUT COMMONLY MISUNDERSTOOD.

IFR AND VFR EXAM-O-GRAMS MAY BE PURCHASED, ON A SUBSCRIPTION BASIS (CHANGES WILL BE MAILED AUTOMATICALLY TO SUBSCRIBERS COVERING AN EXTIMATED 3-YEAR PERIOD) FROM:

SUPERINTENDENT OF DOCUMENTS
U. S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C. 20420

OR FROM GPO BOOKSTORES LOCATED IN MAJOR CITIES THROUGHOUT THE U.S. WHEN ORDERING, CHECK OR MONEY ORDER SHOULD BE MADE PAYABLE TO "SUPERINTENDENT OF DOCUMENTS: AND SPECIFY:

TITLE: IFR AND VFR PILOT EXAM-O-GRAMS
LIST ID: IVPEG
PRICE: $13.00, DOMESTIC
$16.25, IF MAILED TO A FOREIGN ADDRESS

GREENVILLE, S.C.

SPECIAL AIR TRAFFIC PROCEDURES -- INTERNATIONAL TEXTILE SHOW

October 16th through October 24th, 1980

Due to the large number of high performance aircraft expected during the International Textile Show, the FAA has established the following special airport traffic control procedures, including Stage II Service, to be used at the Greenville Downtown Airport during the show.

PROCEDURES

The following procedures will be effective October 16th through October 24, 1980, from 0700 EDT to 1900 EDT.

VFR ARRIVALS

All VFR aircraft inbound to the Greenville Downtown Airport should contact Greer Approach Control at least 20 miles from the airport. Aircraft inbound from the east side of the RW 18/36 extended centerline should contact approach control on 119.4. Aircraft inbound from the west of the RW 18/36 extended centerline should contact approach control on 118.8. Aircraft that do not desire Stage II sequencing should remain outside the Greenville Airport Traffic Area and contact Greenville Tower for sequencing.

IFR DEPARTURES

All IFR aircraft should file their flight plans at least 1 hour prior to their proposed departure time. During peak periods, there will be delays so all pilots are urged to request clearances before starting engines.

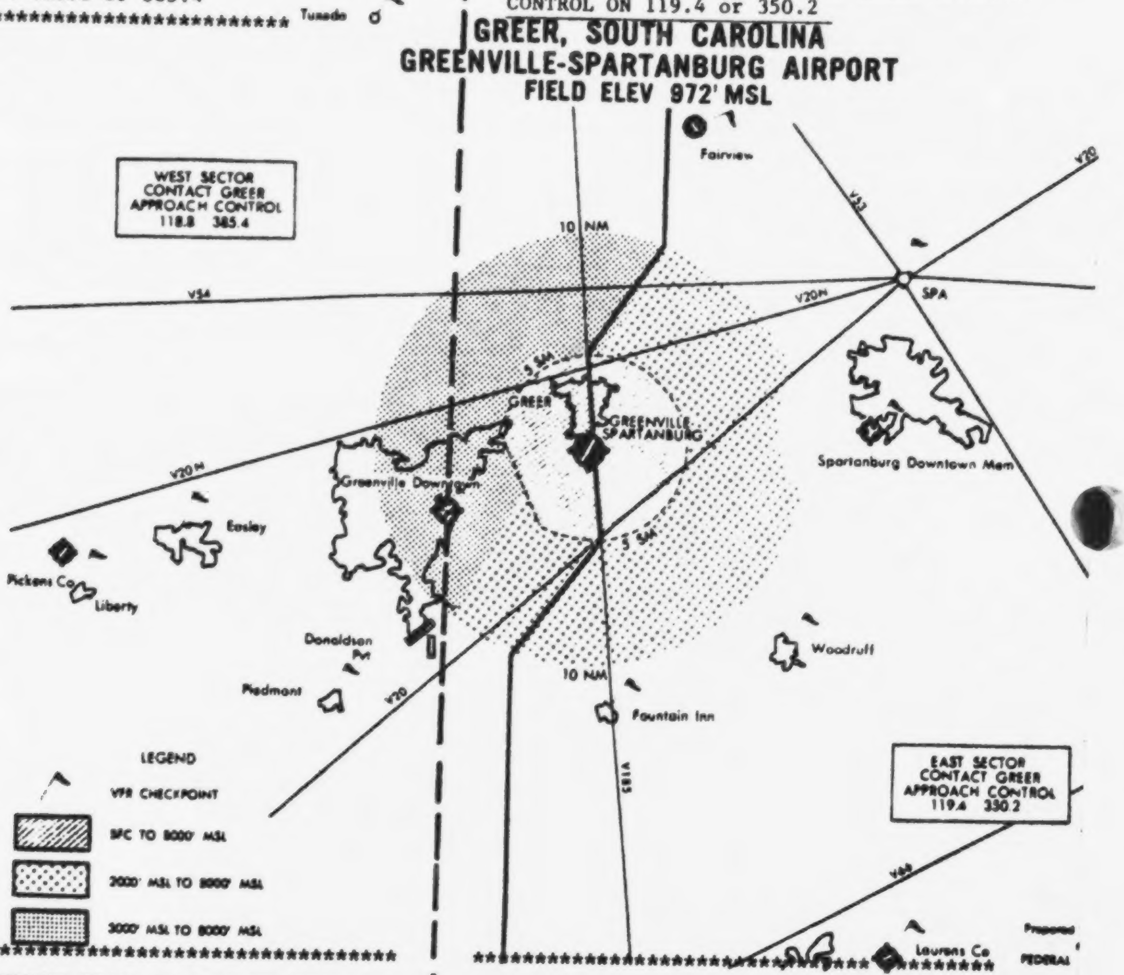
VFR DEPARTURES

All aircraft departing VFR can expect to make a turn 45 degrees from runway heading until clear of the airport traffic area. All aircraft should note that the Greer Jetport is only 7 miles east-northeast of the Greenville Downtown Airport. Pilots should make sure that they receive clearance to enter the Greer Airport Traffic Area before doing so.

AIRCRAFT INBOUND FROM WEST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 118.8 or 385.4

AIRCRAFT INBOUND FROM EAST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 119.4 or 350.2

GREER, SOUTH CAROLINA
GREENVILLE-SPARTANBURG AIRPORT
FIELD ELEV 972' MSL


Tuxedo
Fairview
WEST SECTOR
CONTACT GREER
APPROACH CONTROL
118.8 385.4
10 NM
V54
V20N
V53
V20
SPA
5 SM
GREER
GREENVILLE-SPARTANBURG
Spartanburg Downtown Mem
V20N
Greenville Downtown
Easley
Pickens Co
Liberty
5 SM
Donaldson Pvt
Woodruff
10 NM
Piedmont
V20
Fountain Inn
V185
EAST SECTOR
CONTACT GREER
APPROACH CONTROL
119.4 350.2
V49
Laurens Co
Proposed
FEDERAL
LEGEND
VFR CHECKPOINT
SFC TO 8000' MSL
2000' MSL TO 8000' MSL
3000' MSL TO 8000' MSL

AIRCRAFT INBOUND FROM WEST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 118.8 or 385.4

AIRCRAFT INBOUND FROM EAST OF THE EXTENDED CENTERLINE OF GREENVILLE DOWNTOWN (GMU) RUNWAY 18/36 SHOULD CONTACT GREER APPROACH CONTROL ON 119.4 or 350.2

AMERICAN CUP RACES
Trenton, Ga.

October 18-26

The annual "American Cup",an international hand gliding meet, will be held from October 18-26, 1980. This event will be conducted daily in an area one mile either side of the west brow of Lookout Mountain from Trenton, Ga., to Chattanooga, Tn., at and below 4,000 feet MSL. Daily hours of operation will be advertised.

A contingency side has been designated for use for the "American Cup" should northeast through southeast winds prevail during this time. Operations from this site will be conducted within one mile either side of the east brow of Lookout Mountain from the tip of Lookout Mountain to a point five miles south of the tip.

All aircraft are requested to remain at least 5,000 feet MSL or above when operating in proximity to the in-use area. Contact Chattanooga Approach Control or Crossville Flight Service Station for information on site activity and daily hours of operation.

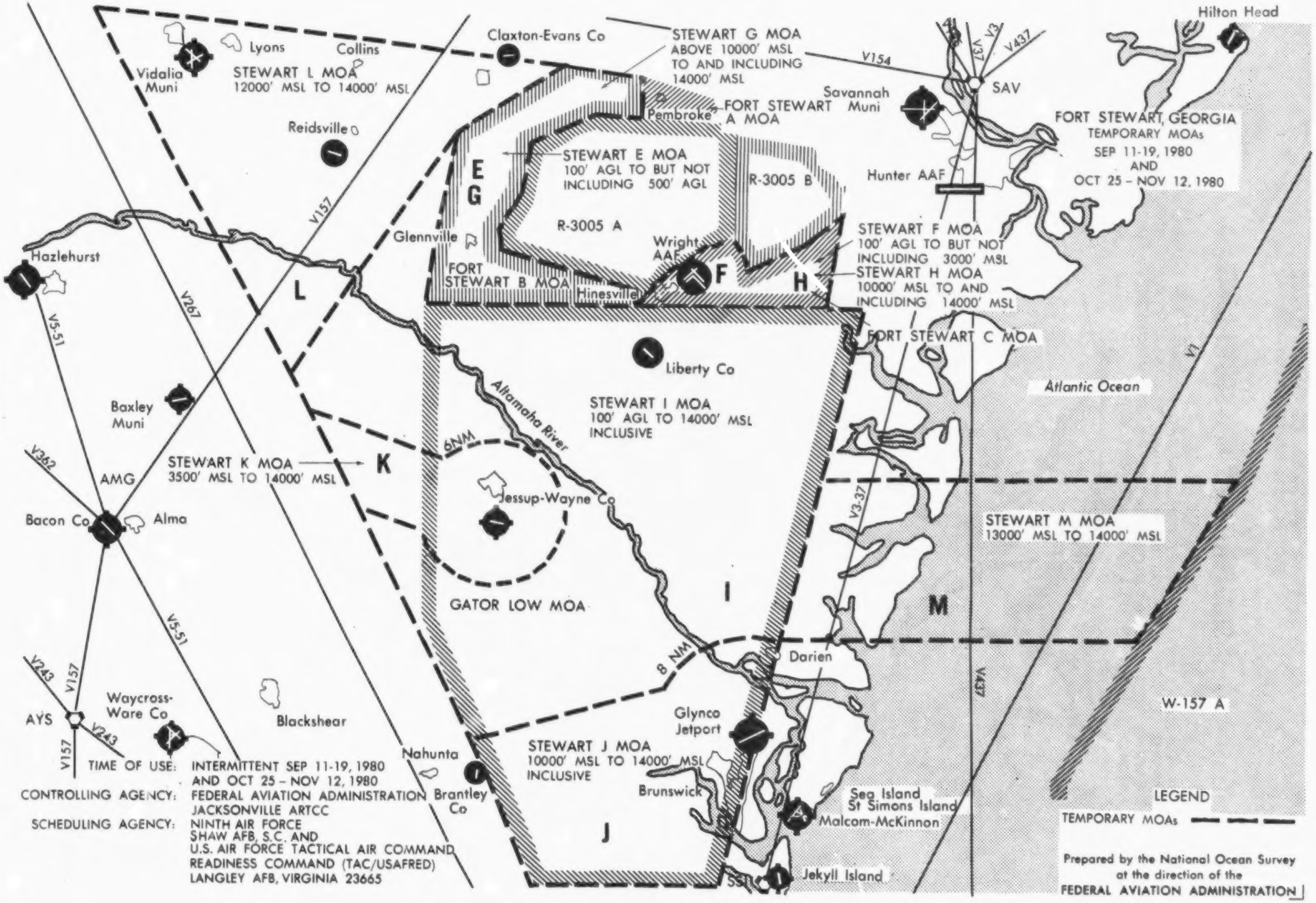
GREAT RACE
Chattanooga, Tennessee

November 1-2, 1980

The Great Race will be held November 1-2, 1980. This event will be conducted daily in an area one mile either side of the west brow of Lookout Mountain from Trenton, Ga., to Chattanooga, Tn., at and below 4,000 feet MSL. Daily hours of operation will be advertised.

All aircraft are requested to remain at least 5,000 feet MSL or above when operating in proximity of the in-use area. Contact Chattanooga Approach Control or Crossville Flight Service Station for information on site activity and daily hours of operation.

DESIGNATION OF TEMPORARY MOAs
STEWART E through M


Hilton Head
Vidalia Muni
Lyons
Collins
STEWART L MOA
12000' MSL TO 14000' MSL
Claxton-Evans Co
STEWART G MOA
ABOVE 10000' MSL
TO AND INCLUDING
14000' MSL
V154
SAV
V37
V3
V437
Savannah Muni
Pembroke
FORT STEWART A MOA
FORT STEWART, GEORGIA
TEMPORARY MOAs
SEP 11-19, 1980
AND
OCT 25 – NOV 12, 1980
Reidsville
STEWART E MOA
100' AGL TO BUT NOT
INCLUDING 500' AGL
R-3005 B
Hunter AAF
E
G
R-3005 A
V157
Glennville
Wright AAF
STEWART F MOA
100' AGL TO BUT NOT
INCLUDING 3000' MSL
Hazlehurst
FORT STEWART B MOA
F
H
STEWART H MOA
10000' MSL TO AND
INCLUDING 14000' MSL
Hinesville
L
V267
V5-51
FORT STEWART C MOA
Liberty Co
V1
Atlantic Ocean
Baxley Muni
STEWART I MOA
100' AGL TO 14000' MSL
INCLUSIVE
Altamaha River
V362
6NM
AMG
STEWART K MOA
3500' MSL TO 14000' MSL
K
Jessup-Wayne Co
V3-37
Bacon Co
Alma
STEWART M MOA
13000' MSL TO 14000' MSL
GATOR LOW MOA
I
M
V5-51
Darien
8 NM
V243
V157
V437
Waycross-Ware Co
AYS
Blackshear
Glynco Jetport
W-157 A
Nahunta
STEWART J MOA
10000' MSL TO 14000' MSL
INCLUSIVE
Brantley Co
Brunswick
Sea Island
St Simons Island
Malcom-McKinnon
LEGEND
TEMPORARY MOAs
J
Jekyll Island
SSI

TIME OF USE: INTERMITTENT SEP 11-19, 1980 AND OCT 25 – NOV 12, 1980

CONTROLLING AGENCY: FEDERAL AVIATION ADMINISTRATION JACKSONVILLE ARTCC

SCHEDULING AGENCY: NINTH AIR FORCE SHAW AFB, S.C. AND U.S. AIR FORCE TACTICAL AIR COMMAND READINESS COMMAND (TAC/USAFRED) LANGLEY AFB, VIRGINIA 23665

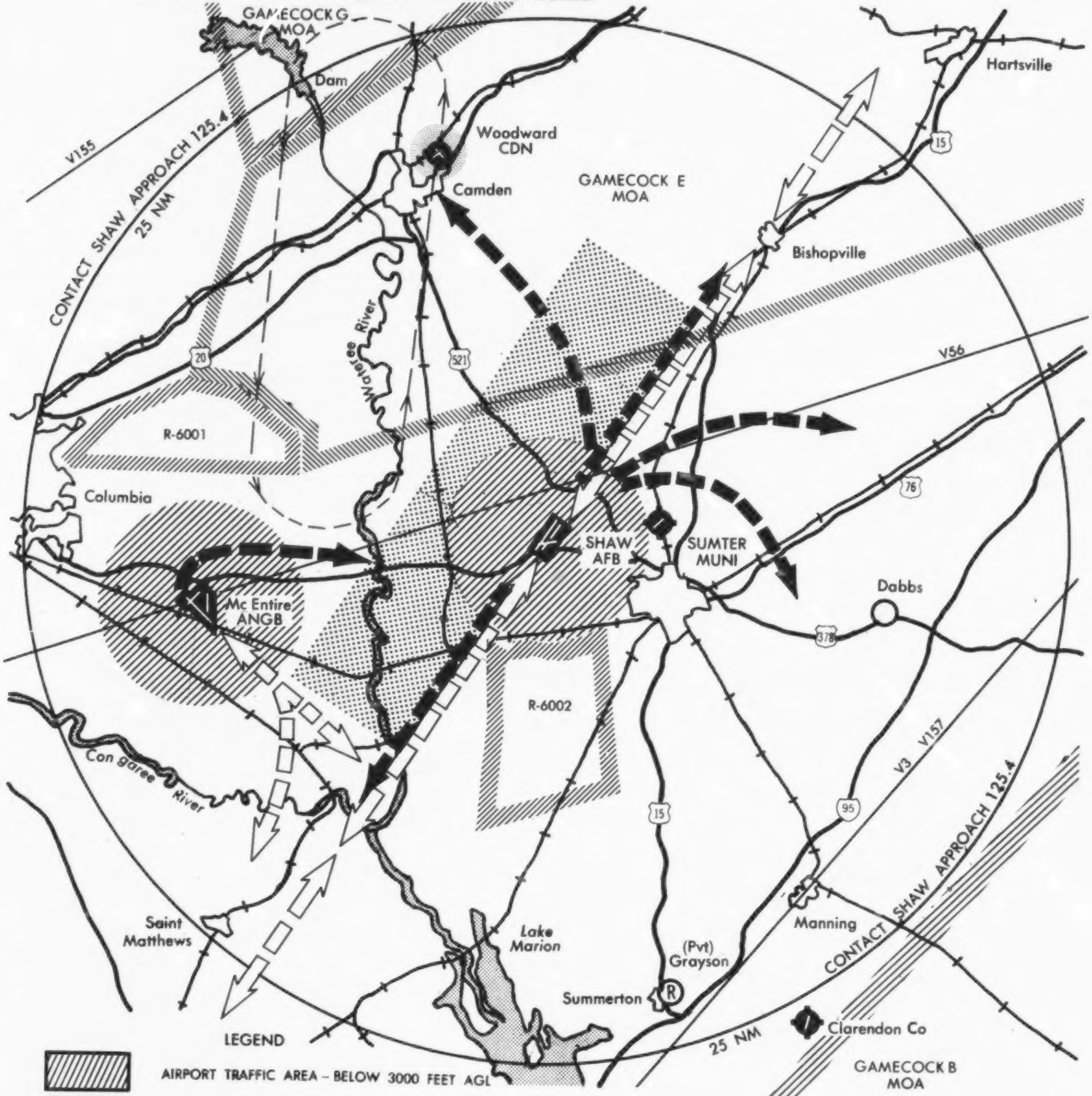
Prepared by the National Ocean Survey at the direction of the FEDERAL AVIATION ADMINISTRATION

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

SUMTER, SHAW AFB SOUTH CAROLINA

THIS MAP SHOWS AREAS OF CONCENTRATED MILITARY JET TRAFFIC FOR THE INFORMATION AND GUIDANCE OF PILOTS OPERATING VFR IN THE SHAW TERMINAL AREA. PILOTS INTENDING TO OPERATE VFR WITHIN THE AREA AT OR BELOW 6000 FEET MSL ARE ENCOURAGED TO CONTACT SHAW APPROACH CONTROL ON 125.4 FOR TRAFFIC ADVISORIES.


GAMECOCK G MOA
Dam
Woodward CDN
Camden
Hartsville
15
V155
CONTACT SHAW APPROACH 125.4
25 NM
GAMECOCK E MOA
Bishopville
Wateree River
20
521
V56
R-6001
Columbia
76
SHAW AFB
SUMTER MUNI
Mc Entire ANGB
Dabbs
378
R-6002
Congaree River
V3 V157
95
15
Saint Matthews
Lake Marion
(Pvt) Grayson
Manning
CONTACT SHAW APPROACH 125.4
Summerton
Clarendon Co
25 NM
GAMECOCK B MOA

LEGEND

▨ AIRPORT TRAFFIC AREA – BELOW 3000 FEET AGL

░ AREA OF INTENSE PATTERN TRAFFIC – SURFACE TO 3000 FEET MSL

◀■ ■ PRIMARY LOW LEVEL JET DEPARTURE ROUTE – 1000 TO 5000 FEET MSL

◁□▷ PRIMARY IFR JET DEPARTURE/ARRIVAL ROUTE – 1300 FEET MSL AND UP

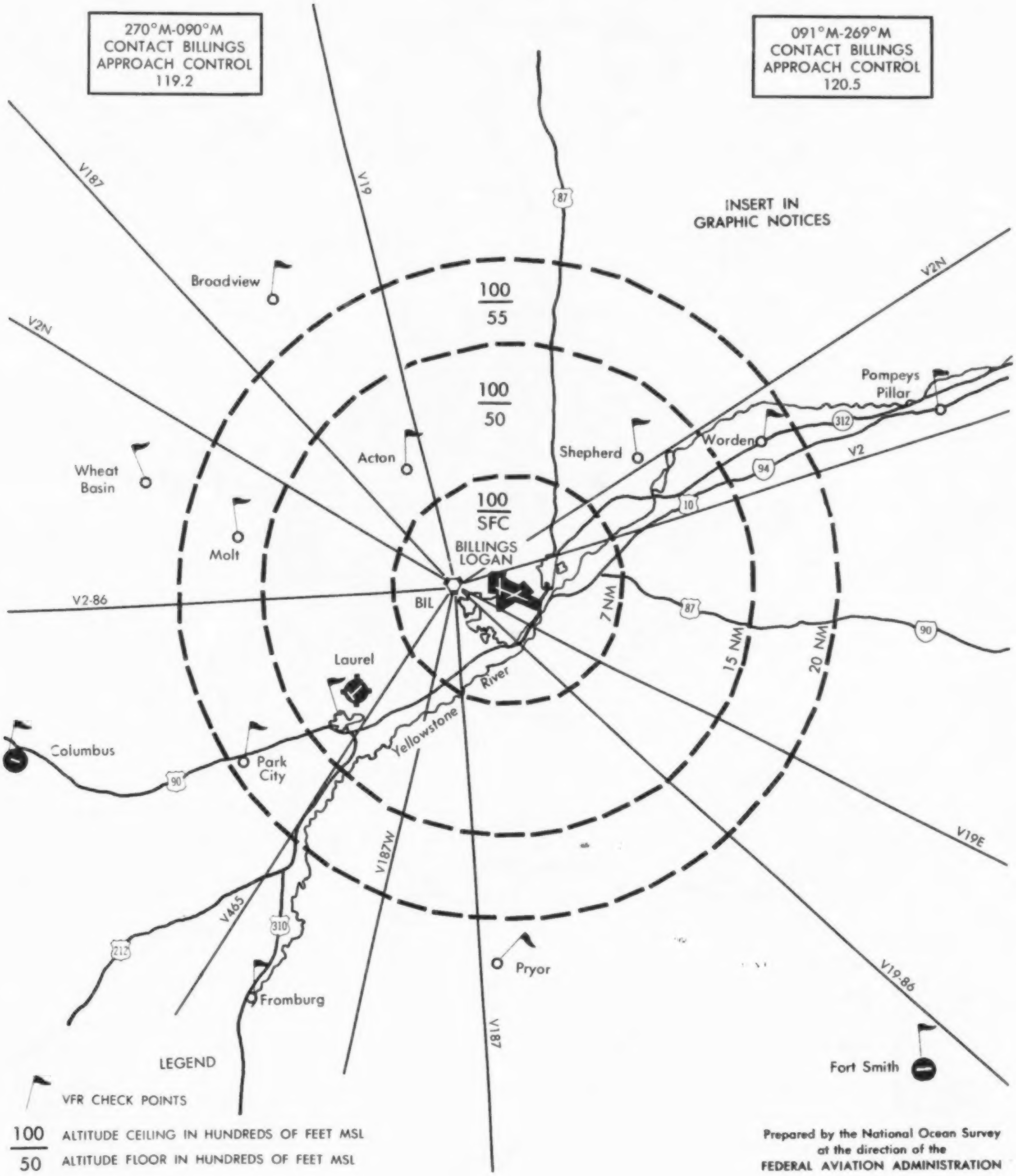
← — — FORT JACKSON RANGE HOLDING PATTERN (NIGHT ONLY) – 4000 FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

22 SEP 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BILLINGS, MONTANA
BILLINGS LOGAN INTL AIRPORT
FIELD ELEV 3605' MSL


270°M-090°M
CONTACT BILLINGS
APPROACH CONTROL
119.2
091°M-269°M
CONTACT BILLINGS
APPROACH CONTROL
120.5
INSERT IN
GRAPHIC NOTICES
V187
V19
87
V2N
Broadview
100
55
100
50
100
SFC
Wheat
Basin
Acton
Shepherd
Pompeys
Pillar
Worden
312
V2
94
10
Molt
BILLINGS
LOGAN
V2-86
BIL
7 NM
87
90
15 NM
20 NM
Laurel
River
Yellowstone
Columbus
Park
City
90
V19E
V187W
V465
310
212
Pryor
V19-86
Fromburg
V187
Fort Smith
LEGEND
VFR CHECK POINTS
100
ALTITUDE CEILING IN HUNDREDS OF FEET MSL
50
ALTITUDE FLOOR IN HUNDREDS OF FEET MSL

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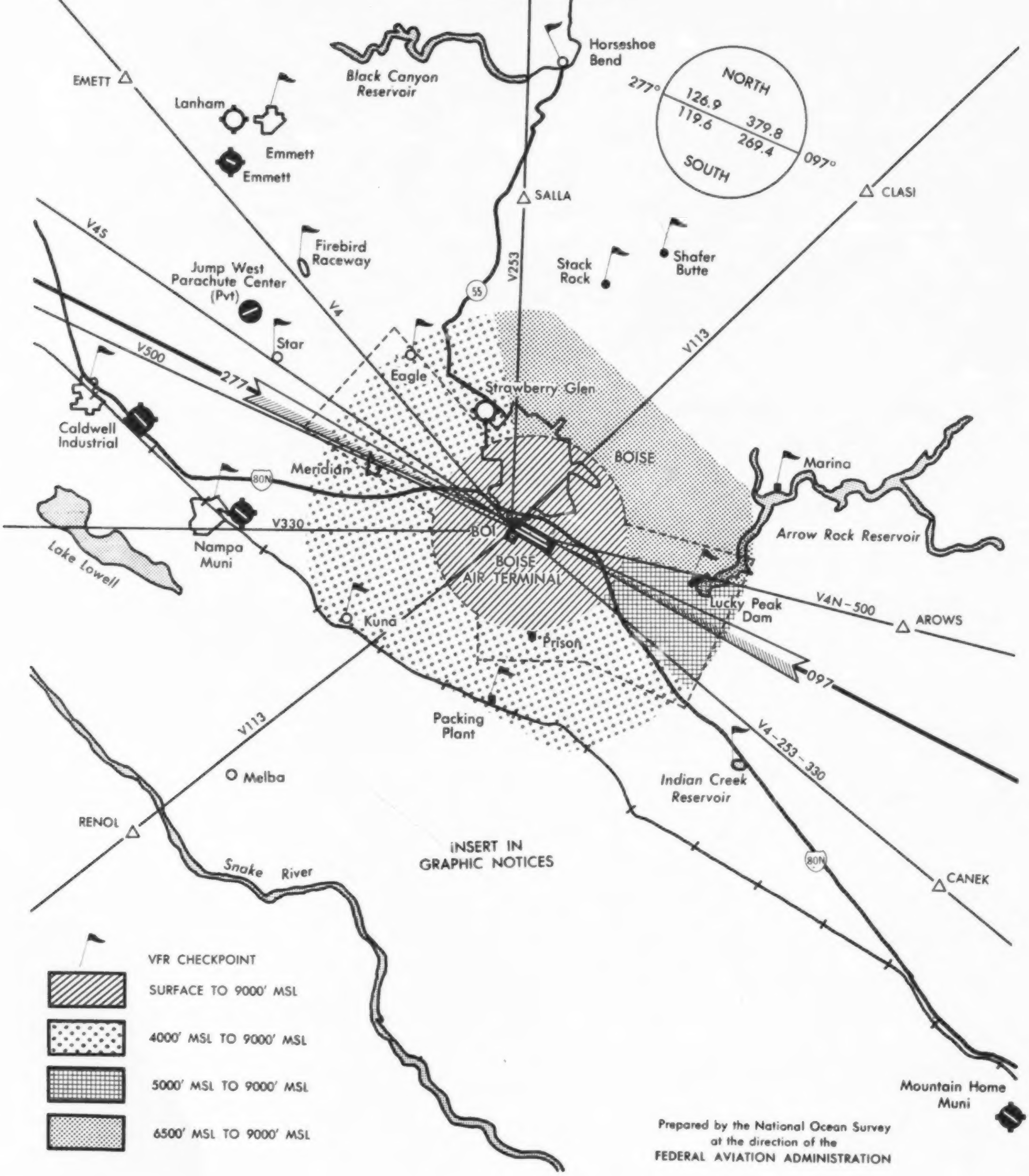
at the direction of the
FEDERAL AVIATION ADMINISTRATION

22 SEP 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BOISE, IDAHO
BOISE AIR TERMINAL
FIELD ELEV 2858′ MSL


Horseshoe Bend
Black Canyon Reservoir
EMETT
Lanham
Emmett
Emmett
NORTH
277°
126.9
119.6
379.8
269.4
097°
SOUTH
SALLA
CLASI
V45
Firebird Raceway
Jump West Parachute Center (Pvt)
V4
55
V253
Stack Rock
Shafer Butte
V113
Star
V500
277
Eagle
Strawberry Glen
Caldwell Industrial
BOISE
Marina
Meridian
80N
V330
BOI
Nampa Muni
Lake Lowell
BOISE AIR TERMINAL
Arrow Rock Reservoir
Lucky Peak Dam
V4N-500
AROWS
Kuna
Prison
097
V113
Packing Plant
V4-253-330
Melba
Indian Creek Reservoir
RENOL
Snake River
80N
CANEK
VFR CHECKPOINT
SURFACE TO 9000′ MSL
4000′ MSL TO 9000′ MSL
5000′ MSL TO 9000′ MSL
6500′ MSL TO 9000′ MSL
Mountain Home Muni

INSERT IN GRAPHIC NOTICES

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22 SEP 1980

TRSA--14

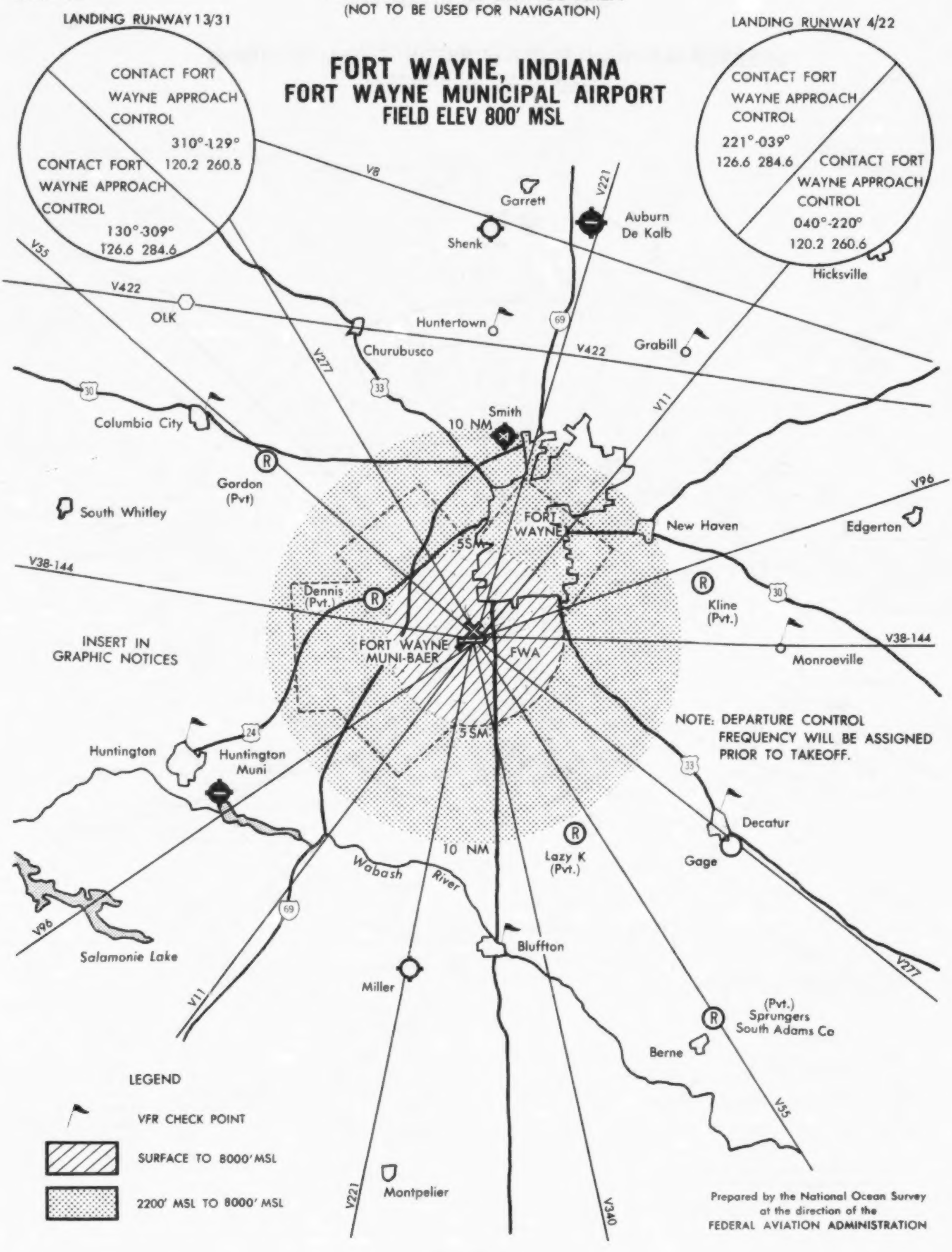
TERMINAL RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

FORT WAYNE, INDIANA

FORT WAYNE MUNICIPAL AIRPORT

FIELD ELEV 800′ MSL


LANDING RUNWAY 13/31
CONTACT FORT WAYNE APPROACH CONTROL
310°-129°
120.2 260.8
CONTACT FORT WAYNE APPROACH CONTROL
130°-309°
126.6 284.6
LANDING RUNWAY 4/22
CONTACT FORT WAYNE APPROACH CONTROL
221°-039°
126.6 284.6
CONTACT FORT WAYNE APPROACH CONTROL
040°-220°
120.2 260.6
V8
Garrett
V221
Auburn De Kalb
Shenk
Hicksville
V55
V422
OLK
Huntertown
69
Grabill
V422
Churubusco
V277
V11
33
30
Columbia City
Smith
10 NM
Gordon (Pvt)
V96
South Whitley
FORT WAYNE
New Haven
Edgerton
5SM
V38-144
Dennis (Pvt.)
Kline (Pvt.)
30
V38-144
FORT WAYNE MUNI-BAER
FWA
Monroeville
5SM
24
Huntington
Huntington Muni
33
Decatur
Lazy K (Pvt.)
Gage
10 NM
Wabash River
69
V96
Salamonie Lake
Bluffton
V277
Miller
V11
(Pvt.) Sprungers South Adams Co
Berne
V55
V221
Montpelier
V340

INSERT IN GRAPHIC NOTICES

NOTE: DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED PRIOR TO TAKEOFF.

LEGEND

⚑	VFR CHECK POINT
▨	SURFACE TO 8000′MSL
░	2200′ MSL TO 8000′ MSL

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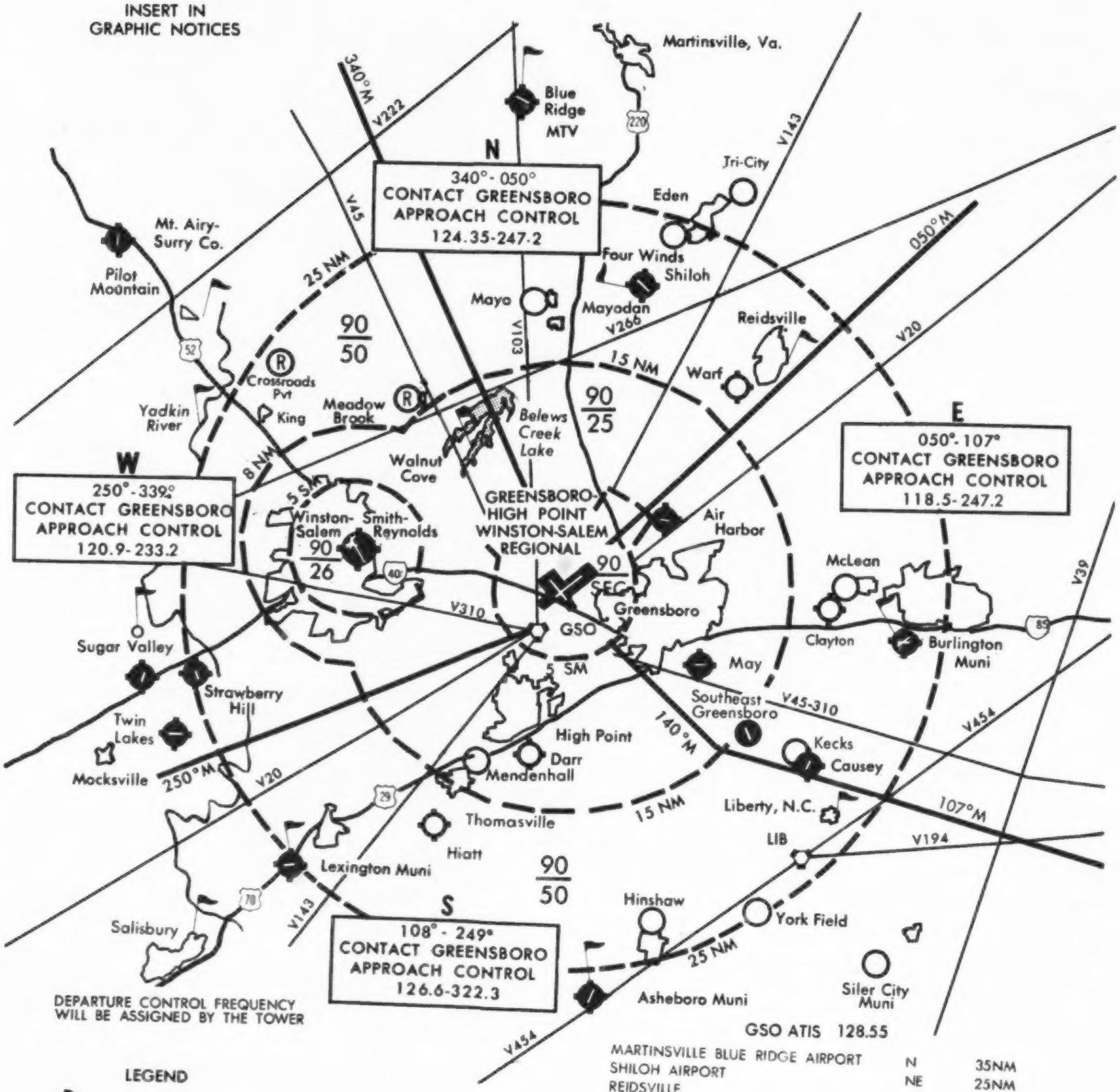
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

GREENSBORO-HIGH POINT-WINSTON SALEM REGIONAL
FIELD ELEV. 926′ MSL

INSERT IN
GRAPHIC NOTICES


Martinsville, Va.
Blue Ridge MTV
340°M
V222
220
N
340°- 050°
CONTACT GREENSBORO
APPROACH CONTROL
124.35-247.2
V143
Tri-City
Eden
Mt. Airy-Surry Co.
Pilot Mountain
V45
25 NM
Four Winds
Shiloh
050°M
Mayo
Mayodan
V266
V103
Reidsville
V20
52
90/50
Crossroads Pvt
Yadkin River
King
Meadow Brook
15 NM
Warf
90/25
Belews Creek Lake
E
050°- 107°
CONTACT GREENSBORO
APPROACH CONTROL
118.5-247.2
Walnut Cove
8 NM
5 SM
W
250°- 339°
CONTACT GREENSBORO
APPROACH CONTROL
120.9-233.2
Winston-Salem
Smith-Reynolds
90/26
40
GREENSBORO-HIGH POINT WINSTON-SALEM REGIONAL
Air Harbor
90/SFC
Greensboro
McLean
V39
V310
GSO
Clayton
Burlington Muni
85
Sugar Valley
5 SM
May
Southeast Greensboro
V45-310
Strawberry Hill
Twin Lakes
140°M
V454
Kecks
Causey
High Point
Darr
Mendenhall
Mocksville
250°M
V20
29
15 NM
Liberty, N.C.
107°M
Thomasville
LIB
V194
Hiatt
Lexington Muni
90/50
70
V143
S
108°- 249°
CONTACT GREENSBORO
APPROACH CONTROL
126.6-322.3
Hinshaw
York Field
Salisbury
25 NM
Siler City Muni
Asheboro Muni
V454

DEPARTURE CONTROL FREQUENCY
WILL BE ASSIGNED BY THE TOWER

GSO ATIS 128.55

MARTINSVILLE BLUE RIDGE AIRPORT	N	35NM
SHILOH AIRPORT	NE	25NM
REIDSVILLE	NE	20NM
BELEWS CREEK LAKE	N	14NM
BURLINGTON AIRPORT	E	25NM
SOUTHEAST GREENSBORO AIRPORT	SE	15NM
LIBERTY	SE	23NM
ASHEBORO AIRPORT	S	26NM
LEXINGTON AIRPORT	SW	25NM
SALISBURY	SW	30NM
TWIN LAKES AIRPORT	SW	27NM
YADKIN RIVER	W	25NM
PILOT MOUNTAIN	NW	32NM

LEGEND

⚑ VFR CHECK POINT

90 CEILING IN HUNDREDS OF FEET MSL

50 FLOOR IN HUNDREDS OF FEET MSL

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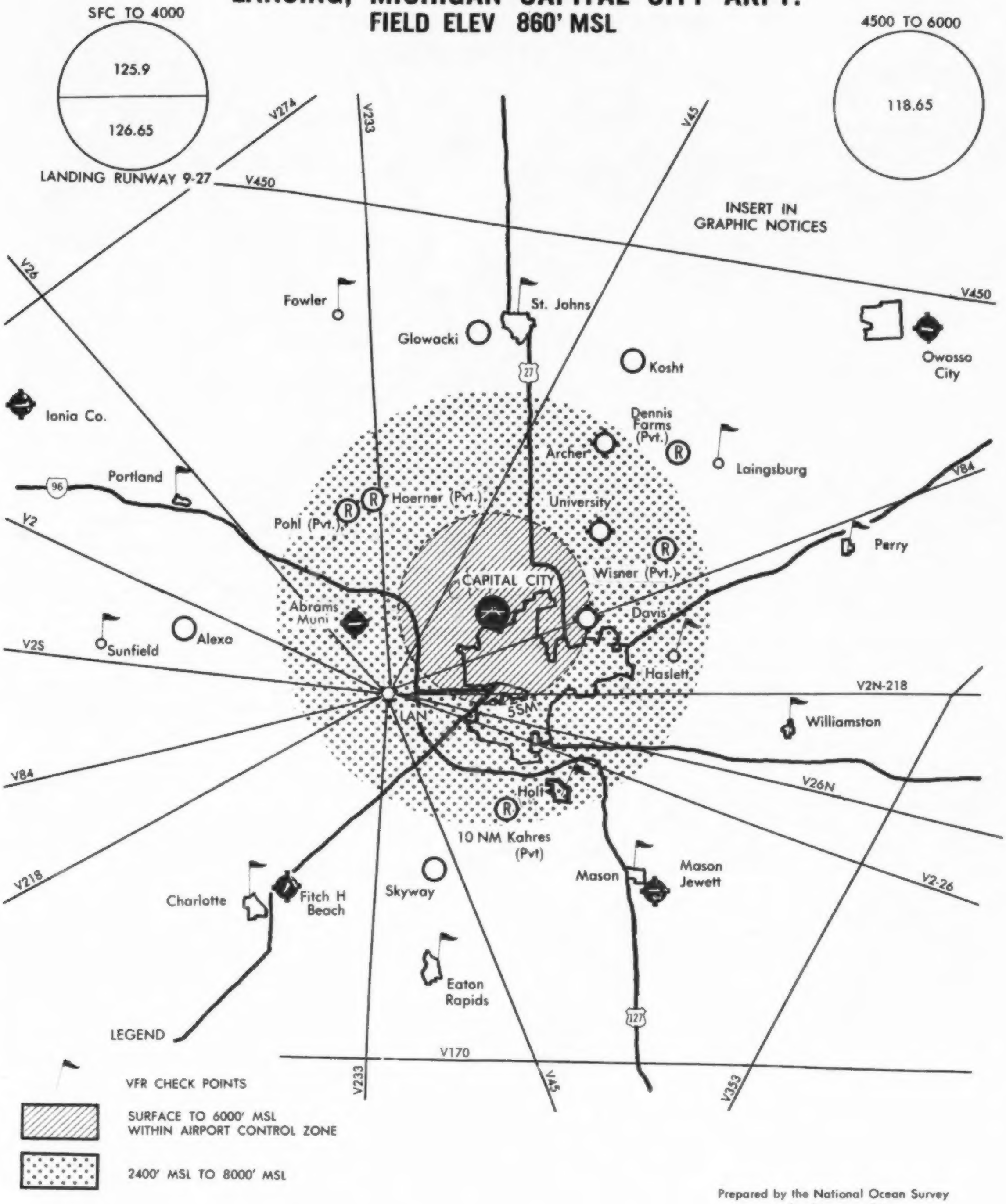
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

LANSING, MICHIGAN CAPITAL CITY ARPT.
FIELD ELEV 860' MSL


SFC TO 4000
125.9
126.65
LANDING RUNWAY 9-27
4500 TO 6000
118.65
V274
V233
V45
V450
V26
Fowler
St. Johns
Glowacki
Kosht
Owosso City
27
Ionia Co.
Dennis Farms (Pvt.)
Archer
Laingsburg
Portland
96
Hoerner (Pvt.)
University
V84
Pohl (Pvt.)
V2
Perry
Wisner (Pvt.)
CAPITAL CITY
Davis
Abrams Muni
Sunfield
Alexa
V2S
Haslett
V2N-218
LAN
5SM
Williamston
V84
V26N
Holt
10 NM Kahres (Pvt)
V218
Mason
Mason Jewett
V2-26
Charlotte
Fitch H Beach
Skyway
Eaton Rapids
127
LEGEND
V170
V233
V45
V353
VFR CHECK POINTS
SURFACE TO 6000' MSL WITHIN AIRPORT CONTROL ZONE
2400' MSL TO 8000' MSL

INSERT IN
GRAPHIC NOTICES

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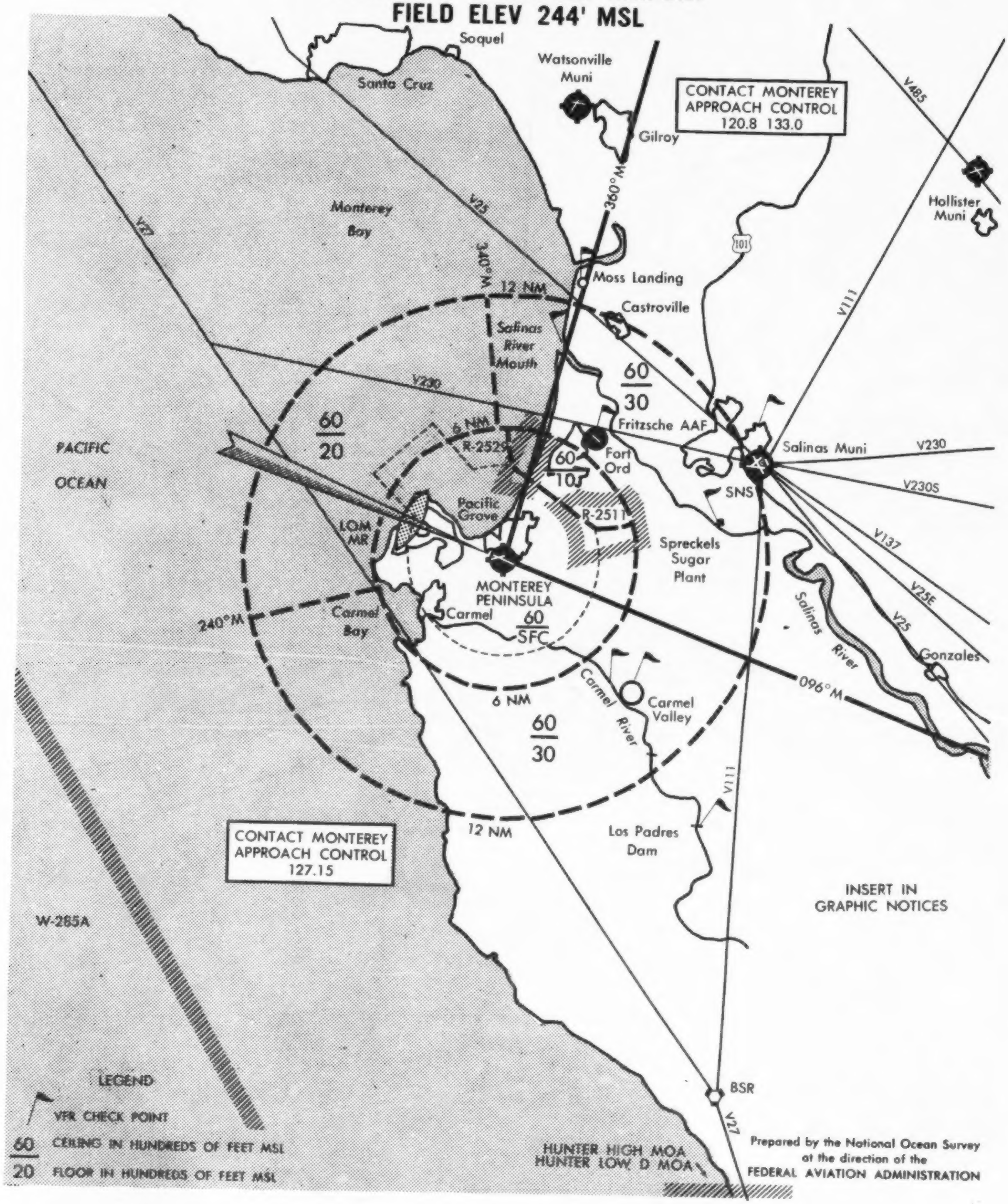
22 SEP 1980

MONTEREY, CALIFORNIA
MONTEREY PENINSULA AIRPORT
FIELD ELEV 244' MSL


Soquel
Santa Cruz
Watsonville Muni
Gilroy
CONTACT MONTEREY APPROACH CONTROL 120.8 133.0
V485
Hollister Muni
101
360°M
Monterey Bay
V25
V27
340°M
Moss Landing
12 NM
Castroville
V111
Salinas River Mouth
60/30
V230
60/20
6 NM
Fritzsche AAF
R-2529
Fort Ord
60/10
Salinas Muni
V230
V230S
SNS
PACIFIC OCEAN
Pacific Grove
R-2511
V137
LOM MR
Spreckels Sugar Plant
MONTEREY PENINSULA
V25E
240°M
Carmel Bay
Carmel
60/SFC
Salinas River
V25
Gonzales
096°M
6 NM
Carmel River
Carmel Valley
60/30
V111
12 NM
Los Padres Dam
CONTACT MONTEREY APPROACH CONTROL 127.15
W-285A
BSR
V27
HUNTER HIGH MOA
HUNTER LOW D MOA
LEGEND
VFR CHECK POINT
60 CEILING IN HUNDREDS OF FEET MSL
20 FLOOR IN HUNDREDS OF FEET MSL

INSERT IN GRAPHIC NOTICES

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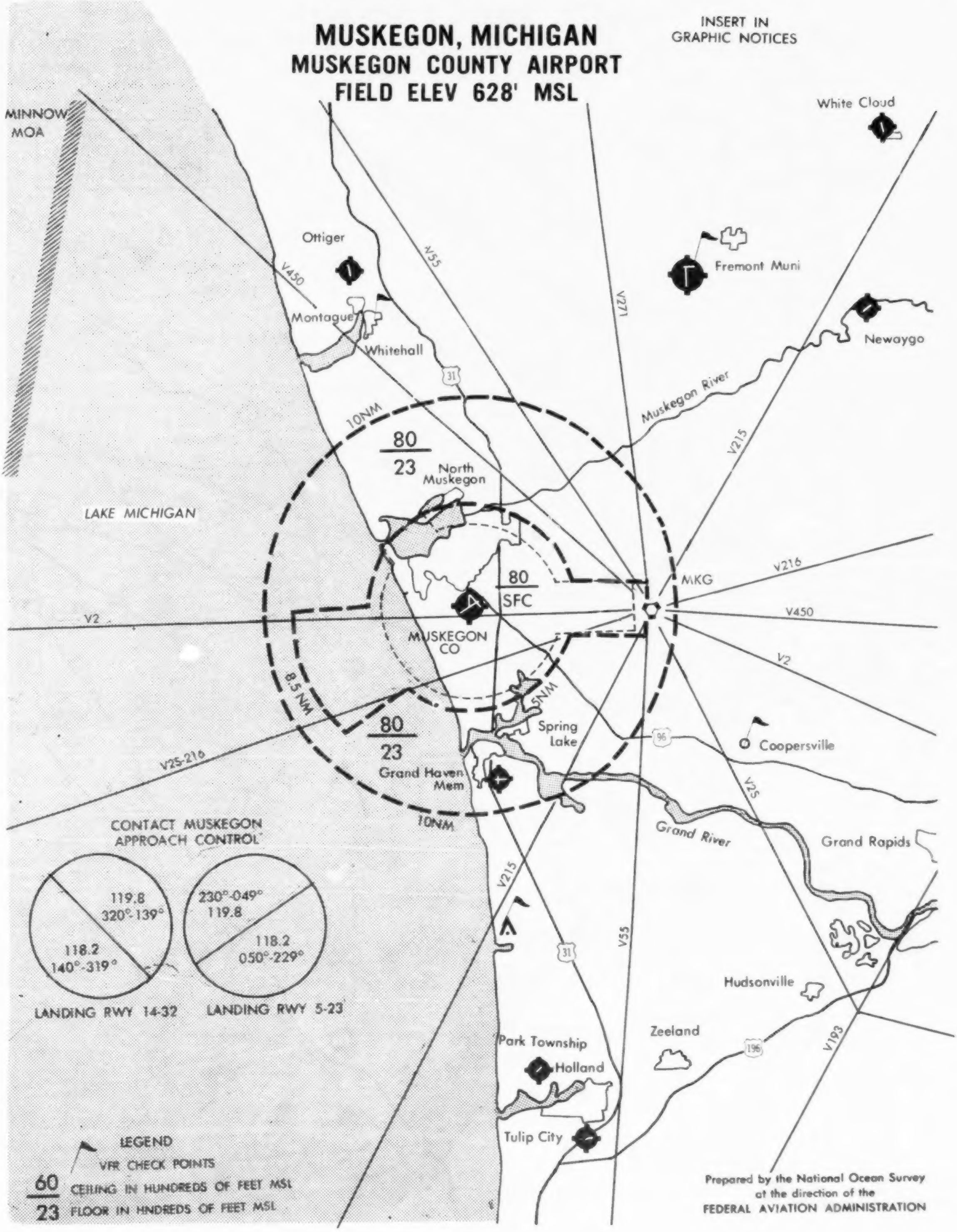
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

MUSKEGON, MICHIGAN
MUSKEGON COUNTY AIRPORT
FIELD ELEV 628' MSL


MINNOW
MOA
White Cloud
Ottiger
V450
V55
V271
Fremont Muni
Montague
Whitehall
31
Newaygo
Muskegon River
V215
10NM
80
23
North
Muskegon
LAKE MICHIGAN
80
SFC
MKG
V216
V2
V450
MUSKEGON
CO
V2
8.5 NM
5NM
80
23
Spring
Lake
96
Coopersville
V25-216
Grand Haven
Mem
10NM
Grand River
V25
Grand Rapids
CONTACT MUSKEGON
APPROACH CONTROL
119.8
320°-139°
118.2
140°-319°
230°-049°
119.8
118.2
050°-229°
LANDING RWY 14-32
LANDING RWY 5-23
V215
31
V55
Hudsonville
Zeeland
196
V193
Park Township
Holland
Tulip City

LEGEND
VFR CHECK POINTS
60 CEILING IN HUNDREDS OF FEET MSL
23 FLOOR IN HNDREDS OF FEET MSL

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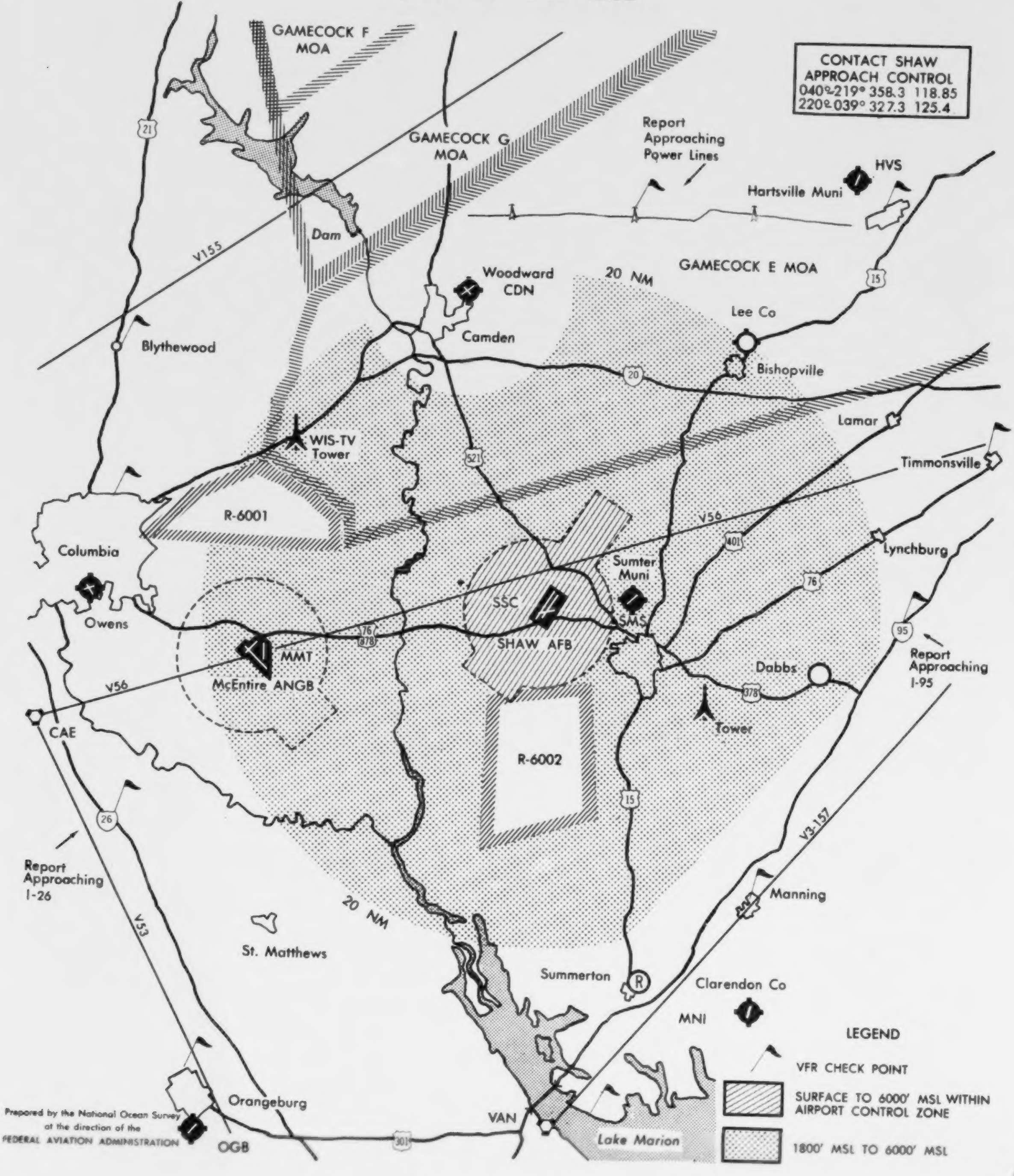
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

INSERT IN
GRAPHIC NOTICES

SUMTER, SOUTH CAROLINA
SHAW AFB
FIELD ELEV 241′ MSL


GAMECOCK F
MOA
GAMECOCK G
MOA
CONTACT SHAW
APPROACH CONTROL
040°-219° 358.3 118.85
220°-039° 327.3 125.4
Report
Approaching
Power Lines
HVS
Hartsville Muni
21
Dam
V155
Woodward
CDN
20 NM
GAMECOCK E MOA
15
Lee Co
Camden
Blythewood
20
Bishopville
WIS-TV
Tower
521
Lamar
Timmonsville
R-6001
V56
401
Columbia
Lynchburg
Sumter
Muni
SSC
76
Owens
SMS
SHAW AFB
76
378
MMT
95
McEntire ANGB
Report
Approaching
I-95
Dabbs
V56
378
CAE
Tower
R-6002
15
26
V3-157
Report
Approaching
I-26
Manning
20 NM
V53
St. Matthews
Summerton
R
Clarendon Co
MNI
LEGEND
VFR CHECK POINT
SURFACE TO 6000′ MSL WITHIN AIRPORT CONTROL ZONE
1800′ MSL TO 6000′ MSL
Orangeburg
VAN
301
Lake Marion
OGB

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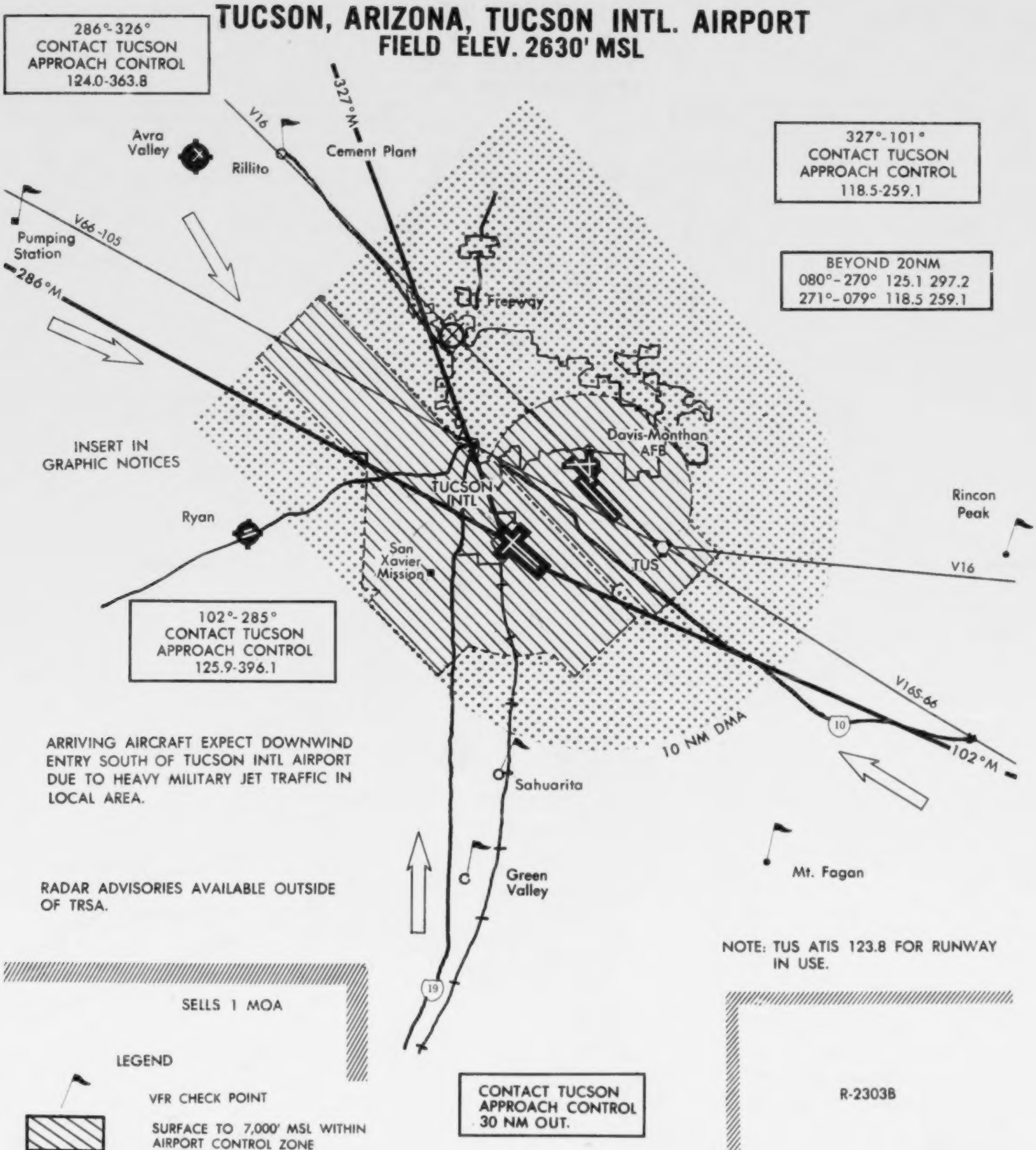
22 SEP 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

TUCSON, ARIZONA, TUCSON INTL. AIRPORT
FIELD ELEV. 2630' MSL


V16
Avra Valley
Rillito
327°M
Cement Plant
Pumping Station
V66-105
286°M
Freeway
Davis-Monthan AFB
TUCSON INTL
San Xavier Mission
Ryan
TUS
Rincon Peak
V16
V165-66
10
10 NM DMA
102°M
Sahuarita
Green Valley
Mt. Fagan
19
SELLS 1 MOA
R-2303B

286°-326°
CONTACT TUCSON
APPROACH CONTROL
124.0-363.8

327°-101°
CONTACT TUCSON
APPROACH CONTROL
118.5-259.1

BEYOND 20NM
080°-270° 125.1 297.2
271°-079° 118.5 259.1

INSERT IN
GRAPHIC NOTICES

102°-285°
CONTACT TUCSON
APPROACH CONTROL
125.9-396.1

ARRIVING AIRCRAFT EXPECT DOWNWIND ENTRY SOUTH OF TUCSON INTL AIRPORT DUE TO HEAVY MILITARY JET TRAFFIC IN LOCAL AREA.

RADAR ADVISORIES AVAILABLE OUTSIDE OF TRSA.

NOTE: TUS ATIS 123.8 FOR RUNWAY IN USE.

CONTACT TUCSON
APPROACH CONTROL
30 NM OUT.

LEGEND

⚑	VFR CHECK POINT
▨	SURFACE TO 7,000' MSL WITHIN AIRPORT CONTROL ZONE
░	4000' MSL TO 7,000' MSL
⇦	SUGGESTED VFR ROUTES

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TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

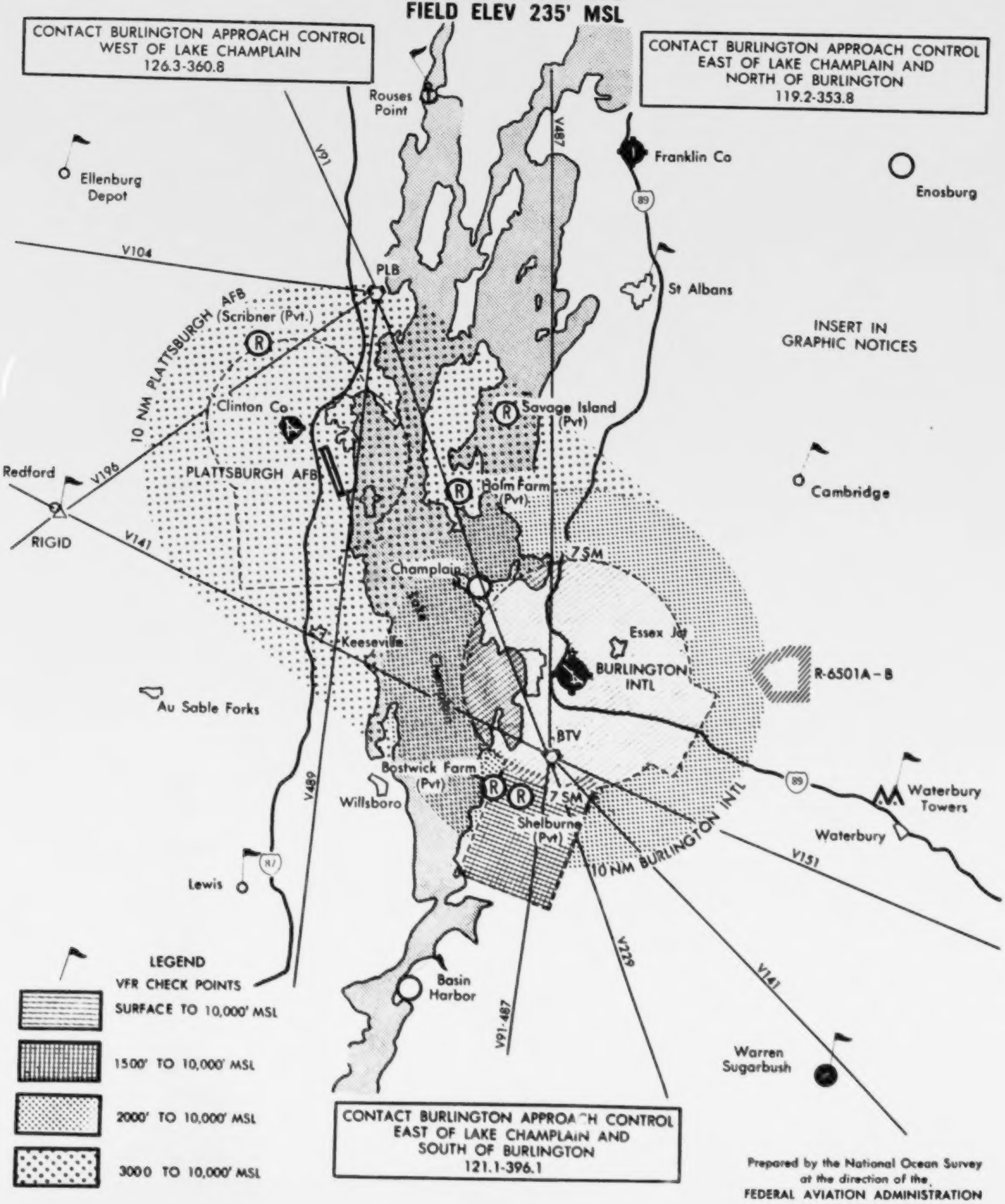
BURLINGTON, VERMONT

BURLINGTON INTL

FIELD ELEV 335' MSL

PLATTSBURGH AFB

FIELD ELEV 235' MSL


CONTACT BURLINGTON APPROACH CONTROL
WEST OF LAKE CHAMPLAIN
126.3-360.8
CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN AND
NORTH OF BURLINGTON
119.2-353.8
Rouses Point
V91
V487
Franklin Co
89
Enosburg
Ellenburg Depot
V104
PLB
St Albans
INSERT IN
GRAPHIC NOTICES
10 NM PLATTSBURGH AFB
(Scribner (Pvt.)
R
Clinton Co
A
R
Savage Island (Pvt)
PLATTSBURGH AFB
R
Holm Farm (Pvt)
Cambridge
Redford
V196
RIGID
V141
7 SM
Champlain
Essex Jct
Keeseville
BURLINGTON INTL
R-6501A-B
Au Sable Forks
BTV
89
Bostwick Farm (Pvt)
R
R
Willsboro
7 SM
Shelburne (Pvt)
Waterbury Towers
Waterbury
V489
10 NM BURLINGTON INTL
V151
87
Lewis
V229
V141
Basin Harbor
V91-487
Warren Sugarbush
LEGEND
VFR CHECK POINTS
SURFACE TO 10,000' MSL
1500' TO 10,000' MSL
2000' TO 10,000' MSL
3000 TO 10,000' MSL
CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN AND
SOUTH OF BURLINGTON
121.1-396.1

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ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

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FLIGHT INFORMATION PUBLICATION
Notices To Airmen (Class II)

UNITED STATES
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9323
J331-176/415

CLASS TWO NOTAMS

October 30, 1980

Next Issue
November 13, 1980

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

VOICE RESPONSE SYSTEM
See page Special—1, 2
LOS ANGELES TCA
See page Special—3, 4
EXAM-O-GRAMS
See page Special—5
BURLINGTON, VT. TRSA
See page Special—6

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF OCTOBER 16, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

EFAS OUTLETS

LAS EFAS MT POTOSI OUTLET FL 180/ABOVE 134.825.

OAK EFAS ANGELES CAMP OUTLET FL 180/ABOVE 134.825.

PHX EFAS HUMBOLT MOUNTAIN OUTLET FL 180/ABOVE 134.825.

ALABAMA

COURTLAND, COURTLAND AIRFIELD APRT: Arpt permly Clsd. (8/80)

MONROEVILLE COUNTY ARPT: Thr lgts Rwy 03 OTS until 12/1. (10.80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

HOT SPRINGS MEMORIAL FLD ARPT: Rwy lights Rwy 13-31 OTS. (4/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80) Rwy 08-26 Clsd. (3/80)

STUTTGART MUNI ARPT: Rwy 14-32 Clsd. (4/79)

CALIFORNIA

ARCATA: VOR unusable 090-150 beyond 20 NM below 11000. (10/80) Rwy 01-19 Rwy lgts OTS indef. VASI Rwy 01 OTS indef. (10/80)

LIVERMORE: Ctlz hrs are 0700-2200 daily. (9/80) 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80)

LOS ANGELES INTL: Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)

MONTAGUE SISKIYOU COUNTY ARPT: RAIL Rwy 17-35 OTS indef. (10/80)

RED BLUFF, RED BLUFF MUNI ARPT: Men & Equip south end Rwy 15-33 daylgt hours until 11/30. (9/80)

REDDING MUNI ARPT: Men & equipment on west side of fld south of twy. Open ditch adjacent to twy. (7/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 12/15.

(10/80) Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Arpt Clsd B747/L500/C5A ATCT hrs 0600-2400 until 12/15.

SAN LUIS OBISPO COUNTY ARPT: Rwy 07/25 temply clsd except PPR. (10/80)

SANTA CATALINA: VORTAC OTS 10/31-11/5. (10/80)

SOUTH LAKE TAHOE, LAKE TAHOE ARPT: Thr Rwy 36 dsplcd 2044 ft. (9/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 123.0. (9/80)

GRAND JUNCTION: NDB unusable beyond 15 NM. (10/80)

PUEBLO MEMORIAL ARPT: Thr Rwy 17 dsplcd 1309 ft. (10/80) Rwy 12-30 clsd ngts UFN. (10/80)

CONNECTICUT

NEW HAVEN: Vor unusable beyond 20 NM below 2700 feet. (10/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Two lgtd 532 ft cranes 2.4 miles NW of arpt.(7/80) Lgtd crane 275 ft West Rwy 15 until 9/82. (10/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 17 VASI OTS 11-1/11-15. Rwy 35 VASI OTS 11-16/11-30. (8/80)

CROSS CITY ARPT: Boundary lgts operate dusk-dawn but are unreliable & subject to numerous failures. (9/80)

KEY WEST INTL ARPT: Unicom freq 122.95. (9/80)

LAKELAND: Ctlz suspended. (10/80)

MIAMI INTL ARPT: Rwy 12-30 Clsd B747 tkoffs UFN. (4/80)

ORLANDO INTL ARPT: ILS Rwy 36R CAT 2 NA. (10/80)

TITUSVILLE GEIGER LAKE: NDB OTS until 12/31. (10/80)

VENICE VENICE MUNI ARPT: Unicom freq 122.7. (9/80)

GEORGIA

MOULTRIE: Ctlz hrs are 0930-1830 daily. (10/80)

ROME: VORTAC operating unrestricted. (10/80)

VALDOSTA ARPT: Men & Equipment working around Rwy 03-21 and Rwy 12-30. (6/80)

IDAHO

BURLEY MUNI ARPT: Unicom freq 122.8. (9/80)

LEWISTON-NEZ PERCE COUNTY ARPT: Rwy lgts Rwy 11-29 OTS 2200-0600 daily. (4/80)

McCALL, McCALL ARPT: Arpt Clsd CAB certificated non-scheduled ACR opns without PP. (9/80)

ILLINOIS

CANTON: NDB "CTK" OTS until 11/14. (10/80)

KANKAKEE: VOR "IKK" OTS 10/21-11/14. (10/80)

OTAWA ARPT: Unicom freq 122.7. (9/80)

PEORIA GREATER PEORIA ARPT;Rwy 12-30 8000 ft. by 150 ft. (10/80)

QUINCY MUNI ARPT: Unicom freq. 122.95. (10/80)

INDIANA

CRAWFORDSVILLE: NDB OTS until 11/10. (10/80)

ELKHART: CTLZ hrs Sun-Fri 0600-0100 and 0600-2200 Sun. (10/80)

GALVESTON ARPT: Arpt permly Clsd. (8/80)

GREENFIELD POPE FIELD: Rwy 09-27 Clsd UFN. (5/80)

KOKOMO MUNI ARPT: MALSR Rwy 23 OTS UFN. (5/80)

LAPORTE MUNI ARPT: Freq 135.2 decom. (9/80)

LAFAYETTE HALSMER ARPT: Unicom freq 123.0. (9/80)

MICHIGAN CITY MUNI ARPT: Freq 135.2 decom. (9/80)

IOWA

LEMARS MUNI ARPT: Rwy 18-36 3850 ft by 75 ft. (9/80)

MARSHALLTOWN MUNI ARPT: Thr Rwy 12 no longer dsplcd 1340 ft. (10/80)

MUSCATINE MUNI ARPT; Rwy 05-23 4700 ft by 100 ft. (10/80)

ROCK RAPIDS: NDB "RRQ" OTS until 11/23. (10/80)

SAC CITY ARPT: VASI Rwy 10 OTS UFN. (5/80)

SIOUX CENTER: NDB "SOY" OTS until 11/23. (10/80)

KANSAS

GOODLAND: Effective 10/11 Ctlz will be in operation 24 hours. (10/80)
KANSAS CITY FAIRFAX MUNI ARPT: Rwy 13-31 Rwy lgts OTS & Rwy Clsd NGTS until May 1981. (10/80)
LEAWOOD STATE LINE ARPT: Arpt permly Clsd. (9/80)
LIBERAL MUNI ARPT: GS Rwy 35 OTS until 1/22/81. (10/80)
WICHITA MID CONTINENT ARPT: ALS Rwy 19R OTS until 12/1. (9/80)

KENTUCKY

CAMPBELLSVILLE TAYLOR COUNTY ARPT: Unicom freq 122.7. (10/80)
PIKESVILLE-PIKE COUNTY ARPT: Unmarked wires 1/2 mile S of arpt in apch area and 1 mi NW of arpt. Wires extrmly difficult to see. Pilots unfamiliar with area should request briefing from HTS. (9/80)

LOUISIANA

ALEXANDRIA ESLER REGIONAL ARPT: Rwy 14-32 Clsd indefly. (10/80)
BATON ROUGE RYAN ARPT: ALS Rwy 13 & 31 and RVR Rwy 13 OTS until 12/10. Rwy 13-31 Clsd until 12/10. (9/80)
JONESBORO ARPT: Arpt Clsd UFN. (7/80)
LEESVILLE FT. POLK-LEE ARPT: Ctlz hrs are 0500-2300 daily. (9/80)
RUSTON: VOR unusable 010-023;212-325;067-105. (10/80)
SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

AUGUSTA STATE ARPT: Unicom freq 122.95. (10/80)
PRINCETON: DME unusable 300-330 degrees below 4500 ft. beyond 25 NM. (10/80)

MARYLAND

CAMBRIDGE-DORCHESTER MUNI ARPT: For Rwy lgts key 121.9 5 times in 7 sec 20 miles from arpt. For Reil Key 3 more times after 15 sec. Unicom freq 123.0 (10/80)
FREDERICK MUNI ARPT: ILS Rwy 23 OTS until 12/31 (9/80) Unicom freq. 123.0. (10/80)

MASSACHUSETTS

LAWRENCE MUNI ARPT: Ctlz hrs 0900-1700 daily. (9/80)

MICHIGAN

BENTON HARBOR ROSS FLD: Unicom freq 122.95. (10/80)
GRANT, GRANT ARPT: Rwy 14-32 Clsd until 2/82. (9/80)
IRON MOUNTAIN/KINGSFORD: Ctlz hrs are 0600-2200 daily. (10/80)
IRONWOOD: Ctlz hrs are 0500-2200 daily. (10/80)
MANISTEE MANISTEE CO-BLACKER ARPT: PPR for unsked CAB Cert acft. (9/80)
MUSKEGON COUNTY ARPT: Unicom freq. 122.95. (10/80)
SAGINAW TRI CITY ARPT: Thr Rwy 23 dsplcd 764 ft & NE 189 ft Rwy 05-23 clsd until 11/6. (10/80)
TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 122.95. (10/80)
TROY BIG BEAVER APRT: Cranes w/100 ft booms oper 200 ft west & 150 ft south Rwy 18-36 Mon-Fri dawn till 2100. Booms lowered other hours. Rwy 18-36 Clsd drng hours cranes are oper. (9/80)

MINNESOTA

BAUDETTE INTL ARPT: Rwy 07-25 clsd until Autumn 1981. (10/80)
BEMIDJI: Ctlz hrs are 0600-2100 daily. (10/80)
BRAINERD: Ctlz hrs are 0600-2100 daily. (10/80)
DULUTH INTL ARPT: LOC Rwy 09 unusable MM inbound. (10/80)
HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)
MINNEAPOLIS FLYING CLOUD ARPT: LOC Rwy 09R unusable byd 30 deg North of Cntrln. (10/80)
WORTHINGTON: Ctlz hrs are 0545-2000 Mon-Sat & 0800-2000 Sun. (10/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT; Unicom freq 122.8. (10/80)
GULFPORT - BILOXI REGIONAL ARPT: Twr & Ctlz hours 0530-2330. (10/80) Rwy 04-22 clsd until 1/81. (10/80)
LOUISVILLE WINSTON COUNTY ARPT: Rwy 17-35 4250 ft by 75 ft. (10/80)

MISSOURI

CARROLLTON MEMORIAL ARPT: Rwy 17-35 2590 ft by 52 ft. (9/80)
FESTUS MEMORIAL ARPT: Unicom freq 122.8. (9/80) NDB OTS until 11/1. (10/80)
FORT LEONARD WOOD: NDB "BHN" OTS until 11/15. (10/80)
ST CHARLES ARPT: Unicom freq 123.0. (9/80)
LAMBERT-ST LOUIS INTL ARPT: Rwy 12L-30R clsd until 12/11. (10/80) Rwy 17-35 Clsd until 1/81. (10/80)

MONTANA

GLASGOW: VOR "GGW" OTS until 12/25. (10/80)
LIVINGSTON: Ctlz hrs are 0600-2200 daily. (9/80)

NEBRASKA

ALLIANCE MUNI ARPT: Rwy 04-22 permly Clsd. (9/80)
FREMONT MUNI ARPT: Thr Rwy 13 dsplcd 195 ft. Thr Rwy 31 dsplcd 110 ft. (10/80)
McCOOK: VOR "MCK" OTS until 11/15. (10/80)

NEVADA

NO NOTICES THIS ISSUE

NEW HAMPSHIRE

KEENE, DILLANT-HOPKINS ARPT: PCL Rwy 02-20 OTS. (1/80)
WOLFEBORRO LAKES REGION ARPT: Rwy 12R-30L Clsd UFN. (7/80)

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)
MANVILLE, KUPPER ARPT: Unicom freq 122.7. Thr Rwy 07 dsplcd 300 ft. Thr Rwy 25 dsplcd 340 ft. (9/80)
MOUNT HOLLY BURLINGTON COUNTY ARPT: Rwy 08-26 3908 ft by 50 ft. (9/80)

NEW MEXICO

ALAMOGORDO, ALAMOGORDO-WHITE SANDS REGIONAL ARPT: PPR for unskd CAB certificated ACR opns. (9/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)
JOHNSTOWN FULCO ARPT: Arpt Clsd UFN. (10/80)
LAKE PLACID ARPT: Arpt Clsd nights. (2/80)
ODGENSBURG, ODGENSBURG INTL ARPT: Arpt Clsd CAB certificated ACR opns 2230-0500 Sun-Fri & 1530-0800 Sat excp two hours PP. (9/80) **Large concentration of birds on or near vicinity of arpt particularly durg poor weather periods. (10/80)**
PERRY PERRY-WARSAW ARPT: Arpt Clsd UFN. (9/80)
SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 Clsd **Hel.** (10/80)

NORTH CAROLINA

ASHEVILLE ASHEVILLE MUNI ARPT: Rwy 16-34 8000 ft by 150 ft. (9/80)
CHARLOTTE DOUGLAS MUNI ARPT: Unicom freq 122.95. (10/80) **ILS IM Rwy 36L OTS indef. (10/80)**
RALEIGH-DURHAM ARPT: Rwy 14-32 Clsd UFN. (10/80)
ROCKY MOUNT DOWNTOWN ARPT: Arpt clsd permly. (10/80)
STATESVILLE MUNI ARPT: Unicom freq 123.0. (9/80) Rwy 10-28 4800 ft by 100 ft. (9/80)

NORTH DAKOTA

NO NOTICES THIS ISSUE

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.
CINCINNATI MUNI-LUNKEN FIELD: Rwy 15-33 Clsd. (9/79)
CHILLICOTHE ROSS COUNTY ARPT: Rwy 11-29 Clsd UFN. (6/80)
COLUMBUS BOLTON FLD: Ctlz hrs are 0800-0100 Sun-Thur. 0800-2200 Fri-Sat. (10/80)
COLUMBUS, PORT COLUMBUS INTL ARPT: Rwy 28R Thr dsplcd 700' 1230-2300 wkdays UFN. (5/80)
NAPOLEON HENRY COUNTY ARPT: Thr Rwy 10 dsplcd 112 ft. daylgt;250 ft. night. Thr Rwy 28 dsplcd 250 night only. (10/80)
OTTAWA: Unicom freq 122.7. (9/80)
STRONGSVILLE ARPT: REIL Rwy 09-27 OTS UFN. (7/80)
URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)
YOUNGSTOWN MUNI ARPT: REIL's Rwy 05 & 23 OTS UFN. (8/80) GS Rwys 14 & 32 OTS until 11/8. (9/80) Rwy 14-32 Clsd until 11/8. (9/80)

OKLAHOMA

ARDMORE MUNI ARPT: Rwy lights Rwy 08-26 OTS UFN. (4/80) Rwy 12-30 Rwy lgts OTS & Thr lgts Rwy 12 OTS UFN. (6/80)
CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)
OKLAHOMA-WILL ROGERS WORLD ARPT: SE 1200 ft Rwy 12-30 clsd until 1/81. (10/80)
PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80) Rwy lgts OTS until 1/82 (10/80)
TIPTON MUNI ARPT: Rwy lights OTS UFN. (4/80)

OREGON

McMINNVILLE MUNI ARPT: Unicom freq. 122.75. (9/80)

MEDFORD, MEDFORD-JACKSON COUNTY ARPT: Unicom freq 122.95. (9/80)

PENNSYLVANIA

BRADFORD ARPT: VOR unusable 145-156 beyond 15 NM; 156-220 beyond 10 NM; 220-247 beyond 30 NM below 6000 ft; 247-262 beyond 15 NM below 7000 ft. (9/80)

COATESVILLE CHESTER COUNTY: Men and equipment on AER 29; Thr Rwy 29 dsplcd 298 ft UFN. (8/80)

CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)

FORT INDIANTOWN GAP: Ctlz hrs are Wed-Fri 0800-2300; Sat-Tues 0800-1630 excluding Federal legal holidays. (9/80)

FRANKLIN CHESS-LAMBERTON ARPT: Unicom freq. 122.7. (10/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)

POTTSVILLE SCHUYLKILL COUNTY ARPT: SW 900 ft Rwy 04-22 Clsd UFN. (8/80)

REDDING MUNI ARPT: Unicom freq. 122.95. (10/80)

SHARON ARPT: Arpt Clsd UFN. (10/80)

STATE COLLEGE UNIVERSITY PARK ARPT: CTLZ hrs are 0600-2300 Sun-Fri/ 0600-2100 Sat. (10/80)

TITUSVILLE ARPT: Rwy lights south 2000 ft 18-36 OTS. (4/80)

WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80) Rwy 04-22 Clsd 2300-0600 excp Fri-Sat UFN. (8/80)

RHODE ISLAND

NO NOTICES THIS ISSUE

SOUTH CAROLINA

NO NOTICES THIS ISSUE

SOUTH DAKOTA

BROOKINGS MUNI ARPT: Ctlz hrs are 0600-2230. (9/80)

TENNESSEE

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)

LEXINGTON, FRANKLIN WILKINS ARPT: REIL's/VASI Rwy 15/33 OTS indefly. (7/80)

LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80)

MEMPHIS INTL ARPT: Southwest 1800 ft Rwy 03-21 Clsd indefly. (7/80) VOR "MEM" unusable 020-120 beyond 20 NM below 3000 ft 235-265 beyond 34 NM below 4000 ft. (10/80)

TEXAS

ARCHER CITY MUNI ARPT: Unicom freq 122.8. (9/80)

BEAUMONT/PORT ARTHUR, JEFFERSON COUNTY ARPT: Rwy 02-20 Clsd. (10/80)

COLUMBUS ARPT: Rwy 13-31 Rwy lights OTS UFN. (4/80)

GRAND PRAIRIE MUNI ARPT: Rwy 17-35 4000 ft by 75 ft. (10/80)

HARLINGEN INDUSTRIAL AIRPARK: Rwy 17R-35L Clsd UFN. (8/80)

LUBBOCK INTL ARPT: Rwy lights Rwy 08-26 OTS indefly excp High intst. (7/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

OLNEY MUNI ARPT: Rwy 35 Thr dsplcd 825 ft nights only. (9/80)

PARIS/COX FLD: Ctlz hrs 0700-1100, 1400-1500 & 1700-2000 wkdays; 0700-1100 Sat & 1400-1500 Sun. (10/80)

PEARLAND ARPT: Unicom freq 123.05. (9/80)

STEPHENVILLE CLARK FIELD MUNI ARPT: Unicom freq. 122.8. (10/80)

WACO JAMES CONNALLY ARPT: Rwy lights 17L OTS. (3/80)

UTAH

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)

HOT SPRINGS, INGALLS FIELD: Rwy 14-32 Clsd indefly. (5/78)

LYNCHBURG MUNI-PRESTON GLENN FLD: Unicom freq. 122.95. (10/80)

MARTINSVILLE BLUE RIDGE ARPT: Unicom freq. 122.7. (10/80)

PETERSBURG MUNI ARPT: Rwy 14-32 3000 ft. by 50 ft. (10/80)

SOUTH HILL MECKLENBURG-BRUNSWICK REGIONAL ARPT: Unicom freq. 122.8. (9/80)

WISE LONESOME PINE APRT: VOR "LNP" unusable 220-270 and 065-075. (10/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

MOUNDSVILLE, MARSHALL COUNTY ARPT: Ditch cave-in at NE end of Rwy 23 500 ft from end of Rwy to 15 1/2 ft off end of Rwy. (4/80) NE 800 ft Rwy 05-23 Clsd. Arpt Clsd nights. (7/80)

WISCONSIN

BELOIT ARPT: Unicom freq 122.7. (10/80)

EAU CLAIRE ARPT: Rwy 14-32 open. Rwy temporarily extndd to 5000 ft. (8/80)

JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd UFN. (9/80)

MILWAUKEE LAWRENCE J. TIMMERMAN ARPT: Unicom Freq. 122.95. (10/80)

MOSINEE: Ctlz hrs are 0600-0045 daily. (10/80)

WYOMING

FORT BRIDGER MUNI ARPT: First 200 ft Rwy 24 Clsd. (9/80)

MADISON MOREY ARPT: For Rwy lgts & REIL key 123.5 5 times in 5 sec. (10/80)

PINE BLUFFS MUNI ARPT: Unicom freq. 122.8. (10/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD MAR-AUG

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS. **DO NOT** attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N100MA	DC49	Sil
N111R	C310	Wht/Org
N1229C	C414	Wht/Yel
N140PC	C172	Wht/Blu
N1543S	QA	Wht
N1568X	Piper	Wht/Grn
N2034T	C182	Whit/Org
N274C	B95	Wht/Gld
N27737	PA31	Wht
N28330	AA1	Wht/Org
N3184W	BE55	Wht/Blu/Gld
N31876	PA Lance	Wht/Brn
N3215Q	C401	Unk
N3434W	PA28	Wht/Red
N300BU	C310R	Blu/Wht
N36653	Seneca	Wht/Brn
N37101	C404	Wht/Blu
N37431	C421C	Wht/Blu
N39614	PA Lance	Wht
N40253	Aztec	Wht/Yel/Blk
N4596A	C152	Blu/Red/Wht
N4623U	C206	Tan
N47364	PA Seneca	Wht
N47645	PA2801T	Wht/Grn/Blk
N49947	C402	Wht/Red
N5363X	C206T	Wht/Mrn/Tan
N5427F	PA28	Wht
N55051	PA Seneca	Wht/Red/Blk
N56206	Stearman Bi-Plane	Blk
N6073Y	PAZT	Unk
N6174D	PA Tri-Pacer	Wht
N62BM	PAZT	Wht/Red/Blk
N6375C	C210	L.Blu/D.Blu
N63801	PA23-250	Brn/Org
N642LS	C411	Wht
N66TA	C421	Blu/Wht
N7074B	PA Supercub	Red/Wht
N732GU	C206 Super Skylane	Unk
N73578	C206 Stationair 8II	Unk
N761JE	C210	Gld/Brn/Wht
N761LN	CT210M	Wht/Brn/Org Trm
N7661S	Bellanca 7KCAB	Yel
N88700	C404 Titan	Wht/Red
N88832	C441	Gld/Wht
N9027Q	BE55	Unk
VQ-TAC	C310	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
CA	Arcata/Eureka	AS
	China Lake	AU
	Fullerton Muni	LTD
	Riverside Muni	LTD
	Sacramento	DS
	San Luis	AS
FL	Key West	AU
KY	London-Corbin	A
ME	Auburn-Lewiston	L
	Old Town	N
	Presque Isle	L
NY	Ogdensburg	AS
VA	Newport News	B

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1837 OCTOBER 16, 1980

SECTION 2

THE LISTING BELOW INCLUDES, IN PART, CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES, AERONAUTICAL CHARTS, AND SELECTED FLIGHT RESTRICTIONS PRIOR TO THEIR NORMAL PUBLICATION CYCLE. THEY SHOULD BE REVISED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU THE FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1376 FI/T /ORD/ CHICAGO-O'HARE INTERNATIONAL CHICAGO IL. ILS RWY 9L AMDT 4 SI LOC RWY 9L MDA 1140 FT HAT 482 FT ALL CATS VIS CAT D RVR 5000. ILS RWY 9R AMDT 10 SI LOC RWY 9R MDA 1140 FT HAT 475 FT ALL CATS. NDB RWY 9R AMDT 12 SI MDA 1200 FT HAT 535 FT ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES.

INDIANA

FDC 0/1486 FI/T /GYY/ GARY MUNI GARY IN. ILS RWY 30 ORIG SI LOC VIS CAT A B C 3/4 CAT D 1 MILE. ADD PROCEDURAL DATA NOTES ACTIVATE MALSR RWY 30 - 126.3 INCREASE SI LOC VIS CAT A AND B 1/4 MILE CAT C AND D 1/2 MILE FOR INOPERATIVE MALSR. NDB RWY 30 AMDT 3 VIS CAT A AND B 3/4 MILE CAT C 1 1/4 MILE CAT D 1 3/4 MILE. ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3. VOR/DME RWY 2 AMDT 2 ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3.

#FDC 1805 FI/T /SBN/ MICHIANA REGIONAL, SOUTH BEND, IN. RNAV RWY 9 AMDT 2, RADAR-1 AMDT 3, SI RWY 9 LOC BC RWY 9 AMDT 10 SI RWY 9 VIS CAT A, B 3/4 MILE. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO SI RWY 9 CAT C.

#FDC 0/1829 FI/T /FWA/ FORT WAYNE MUNI/BAER FIELD/, FORT WAYNE, IN. VOR RWY 22/TAC/AMDT 7 MIN ALT LINCY 3.5 DME INCREASE RADAR 1580. SINGLE BASIS SI RWY 22 AND CIRCLING MDA INCREASED TO 1580/HAT 781/HAA 780 ALL CATS, SI AND CIRCLING VIS CAT B 1 1/4 MILE CAT C 2 1/4 MILE AND CAT D 2 1/2 MILE. ALTERNATE MINS CAT C 800 - 2 1/4 CAT D 800 - 2 1/2.

MICHIGAN

FDC 0/798 FI/T /3TR/ JERRY TYLER MEMORIAL NILES MI. VOR RWY 21 ORIG VOR RWY 3 AMDT 4 CIRCLING CAT D MDA 1360 FT HAA 617 FT.

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/914 FI/T /MBS/ TRI-CITY SAGINAW MI. RADAR-1 AMDT 3. ASR RWY 23 NA.

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI. VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

FDC 0/1545 FI/T /GLR/ OTSEGO COUNTY GAYLORD MI. VOR RWY 9 ORIG & VOR RWY 27 ORIG PROCS NA.

FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1598 FI/T /3HE/ LIVINGSTON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1599 FI/T /OG9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

FDC 0/1603 FI/T /ARB/ ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 8 VOR RWY 24 AMDT 7 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY. DETROIT,MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1639 FI/T /2G5/ GROSSE ILE MUNICIPAL, DETROIT/ GROSSE ILE MI. VOR-A AMDT 1 NIGHTS MINS NA.

FDC 0/1679 FI/T /PTK/ OAKLAND-PONTIAC, PONTIAC, MI. VOR RWY 27L AMDT 11 AND LOC BC RWY 27L AMDT 4 SI RWY 27L MDA 1520/ HAT 544 ALL CATS. VIS CAT C 1 1/2 MILE, CAT D 1 3/4 MILE. CIRCLING MDA 1520/HAA 540 CAT A, B.

#FDC 0/1732 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 4 ADD PROC DATA NOTE RADAR REQUIRED.

#FDC 0/1772 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS MI. NDB-A AMDT 1 PROC NA.

OHIO

FDC 0/1541 **FI/T /CGF/ CUYAHOGA COUNTY, CLEVELAND, OH.** NDB RWY 23 AMDT 1 VOR RWY 23 AMDT 1 AND RNAV RWY 23 AMDT 6 STRAIGHT-IN MINS NA FROM 0800-1630 LOCAL TIME.

FDC 0/1722 **FI/T /YNG/ YOUNGSTOWN MUNI OH.** RADAR-1 AMDT 6 SI RWY 5 MDA 1540, HAT 396 ALL CATS. 1 MILE VIS CAT A B C 1 1/4 MILE VIS CAT D. RWY 5 FAF 5 MILES FROM THR MIN ALT 2700. FINAL APPROACH COURSE 050. MISSED APPROACH POINT 1/2 MILE FROM THR. CLIMB TO 2700, THEN DIRECT YNG VORTAC AND HOLD, NORTH, RIGHT TURN, 183 INBOUND.

#FDC 0/1745 FI/P /OH17/ HENRY COUNTY, NAPOLEON, OH. VOR RWY 28 AMDT 1 CHANGE PROC DATA NOTE REGARDING LGTS TO READ ACTIVATE MIRLS RWY 10-28 VASI RWY 10 AND REILS RWY 10 AND 28 123.0. THIS IS VOR RWY 28 AMDT 2.

FDC 9/2149 FI/T (CLE) CLEVELAND HOPKINS INTL, CLEVELAND OH. ILS RWY 5R AMDT 7 SI RWY 5R VIS RVR 1800 FT CAT A, B, C. RVR 2000 FT CAT D.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

NORTHEAST

CONNECTICUT

FDC 0/96 **FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT.** ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/770 **FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT.** ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

MAINE

FDC 0/2 **FI/T /SFM/ SANFORD MUNI SANFORD ME.** VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 **FI/T (3B7) BELFAST MUNI BELFAST ME.** IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 **FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME.** NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 **FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME.** ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,B 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 0/1666 **FI/T /B19/ BIDDERFORD MUNI** BIDDERFORD ME. RADAR - 1 ORIG PROC NA.

FDC 0/1667 FI/T /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME. RADAR - 1 ORIG PROC NA.

FDC 9/335 **FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME.** VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

MARYLAND

FDC 0/1427 FLIGHT RESTRICTION 1.5 NAUTICAL MILE RADIUS OF THE PATUXENT RIVER MD. /PXT/ VORTAC 110 DEGREE RADIAL AT 017 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. LASER BEAM OPERATIONS. LASER BEAM MAY POSSIBILY BE INJURIOUS TO PILOTS EYES IN FLIGHT WITHIN 6000 FEET OF LIGHT SOURCE. SALISBURY MD. /SBY/ IS COORDINATING FLIGHT SERVICE STATION. EFFECTIVE TIMES THRU 10/20 1315-1515/1715-1915 DAILY.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/1549 FI/P /EWB/ NEW BEDFORD MUNI NEW BEDFORD MA. ILS RWY 5 AMDT 15. CORRECT US GOVT CHART /AL-644/ BY CHANGING TCH TO 35 FEET.

#FDC 0/1827 FI/P /BOS/ GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. ILS RWY 22L ORIG. SI ILS AND SI LOC VIS CATS A/B RVR 6000, CIRCLING VIS CATS A/B 1 1/4 MILES.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 0/1595 FI/T /EEN/ DILLANT-HOPKINS, KEENE,NH ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW JERSEY

FDC 0/844 FI/T /AIY/ ATLANTIC CITY MUNI/BADER FIELD ATLANTIC CITY NJ. VOR RWY 16 AMDT 2 SI MINIMA NA.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/633 FI/T /IAG/ NIAGARA FALLS INTL/ NIAGARA FALLS NY. NDB RWY 28R AMDT 12 SI MDA 1140 FT HAT 551 FT ALL CATS. CAT C VIS RVR 5000/ CAT D VIS RVR 6000. CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C. ILS RWY 28R AMDT 17 AND LOC BC RWY 10L AMDT 2 CIRCLING MDA 1140 FT HAA 550 FT CATS A/B/C.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PLANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

#FDC 0/1495 FI/T /ABE/ ALLENTOWN-BETHLEHEM-EASTON, ALLENTOWN, PA. NDB RWY 6, AMDT 15 SI 6 MDA 1040 FT, HAT 646 FEET, CAT C VIS RVR 6000 FEET, CAT D VIS 1 3/4 MILES. CIRCLING MDA 1040 FEET, HAA 646 FEET, CAT C CIRCLING 1 3/4 MILES.

FDC 0/1542 FI/P /2G7/ NEW CASTLE MUNI, NEW CASTLE PA. NDB RWY 22 ORIG REDESIGNATED NDB RWY 23 AMDT 1. IFR TAKEOFF MINIMUMS RWY 05/23/31 STANDARD. RWY 13 300-1 OR STANDARD WITH MINIMUM CLIMB OF 320 FEET PER NM TO 1300 FEET.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/724 FI/T /MFV/ ACCOMACK COUNTY MELFA VA VOR/DME RWY 2 AMDT 1. SI AND CIRCLING MDA 700 FT HAT/HAA 652 FT ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C. SI VIS 2 MILES CAT D.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

#FDC 0/1807 FI/T /0R9/ HAMMOND MUNI, HAMMOND, LA. ILS RWY 18 ORIG, NDB RWY 18 ORIG PROCS NA.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS, LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

#FDC 0/1224 FI/P /CSM/ CLINTON-SHERMAN CLINTON, OK. ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5 MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THESE ARE AMDTS 2 AND 6.

FDC 0/1364 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 6. ILS RWY 17R AMDT 2 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

FDC 0/1482 FI/T /OKM/ OKMULGEE MUNI OKMULGEE OK. ILS RWY 17 ORIG SI ILS VIS 1 MILE ALL CATS SI LOC VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/2 MILES CAT C. NDB RWY 17 ORIG SI VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/4 MILES CAT C.

FDC 0/1540 FI/P /MLC/ MCALESTER MUNI MCALESTER, OK. LOC RWY 1 ORIG NDB RWY 1 ORIG SI VIS 3/4 MILE CAT A/B. THESE ARE AMDTS 1.

FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TO OILLR LOM 3000 FEET.

FDC 0/1662 FI/T /MLC/ MCALESTER MUNI, MCALESTER, OK. LOC RWY 1 AMDT 1 SI MDA 1260/HAT 504 ALL CATS, VIS CAT C 1 1/2 MILE.

#FDC 0/1825 FI/T /CSM/ CLINTON-SHERMAN, CLINTON, OK. NDB RWY 17R AMDT 6 SI MDA 2360/HAT 438 ALL CATS. CIRCLING MDA 2360/HAA 438 CAT A. VOR RWY 35L AMDT 5 SI MDA 2360/HAT 447 ALL CATS. CIRCLING MDA 2360/HAA 438 CAT A. ILS RWY 17R AMDT 2 SI LOC MDA 2360/HAT 438 ALL CATS. CIRCLING MDA 2360/HAA 438 CAT A.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425 FT ALL CATS.

FDC 0/254 FI/T (SAT) SAN ANTONIO INTERNATIONAL SAN ANTONIO TX. RADAR-1 AMDT 21 AND NDB RWY 3R AMDT 34 SI RWY 3R MDA 1340 FT/HAT 556 FT ALL CATS. CIRCLING MDA 1340 FT/HAA 531 FT CAT A/B/C. ILS RWY 3R AMDT 11 ILS RWY 12R AMDT 7 RNAV RWY 30L AMDT 6 CIRCLING MDA 1340 FT/HAA 531 CAT A/B/C.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1375 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX LOC BC RWY 22 AMDT 19 DISREGARD GLIDE SLOPE INDICATIONS. THIS IS AMDT 20.

FDC 0/1426 FI/T/SPS/SHEPPARD AFB/WICHITA FALLS MUNI. WICHITA FALLS TX. LOC BC RWY 15R AMDT 8 SI MDA 1400 FT/HAT 402 FT ALL CAT. SI VIS 1 1/4 MI CAT C. CIRCLING MDA 1400 FT/HAA 385 FT CAT A. CAT C S-LOC INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, PRESIDIO, TX NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

FDC 0/1591 FI/T /MRF/ MARFA MUNI, MARFA, TX. VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

FDC 0/1714 FI/T /TX06/ MEXIA-LIMESTONE COUNTY, MEXIA, TX. NDB-A ORIG CIRCLING MDA 1180/HAA 637 CAT A/B/C.

#FDC 0/1746 FI/T /MAF/ MIDLAND REGIONAL, MIDLAND, TX. ILS RWY 10 AMDT 10 TRML ROUTE ALTS MAF VORTAC TO FARLY LOM GOMIT INT TO FARLY LOM; ARGET INT TO FARLY LOM 4900 FEET. PROC TURN AND GLIDE SLOPE INTERCEPT ALT 4900 FEET. ALT AT OM 4884 FEET MM 3084 FEET. GLIDE SLOPE ANGLE 3.0 DEGREES. TCH 52 FEET.

#FDC 0/1824 FI/T /E02/ ODESSA-SCHLEMEYER FIELD ODESSA, TX. NDB RWY 20 ORIG CIRCLING MDA 3420/HAA 426 CAT A. VOR-A AMDT 2 CIRCLING MDA 3420/HAA 426 CAT A.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/1579 FI/T /MGM/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER AL COPTER NDB 060 ORIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

FDC 0/1686 FI/P /PRN/ GREENVILLE MUNI, GREENVILLE, AL. NDB RWY 33 AMDT 2 REDESIGNATED NDB RWY 32, AMDT 3. TAKEOFF MINIMUMS RWY 32 STANDARD, RWY 14, 300-1. DEPARTURE PROCEDURES: RWY 14/32 CLIMB RWY HEADING TO 800 FEET BEFORE TURNING ON COURSE. THIS IS AMDT 1.

FLORIDA

FDC 0/121 FI/T (81J) DESTIN-FT WALTON BEACH ARPT FL. CORRECT US GOVT CHART NEW ORLEANS SECTIONAL 25TH EDITION DATED 27 DEC 79. RUNWAY 14-32 5000 FT VICE 2300 FT.

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1277 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. RNAV RWY 9L AMDT 7 SI MDA 400 FT/HAT 391 FT ALL CATEGORIES.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 1 1/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

#FDC 0/1749 FI/T /TPF/ PETER O. KNIGHT TAMPA FL. NDB RWY 3 AMDT 8 CIRCLING CAT C MDA 840 HAA 832. RADAR -1 AMDT 2 CAT C MDA 840 HAA 832 VIS CAT C 2 1/2 MILES CAT D 3 MILES.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

FDC 9/2188 FI/T /MIA/ MIAMI INTERNATIONAL MIAMI FL. VOR RWY 12 AMDT 24. MDA 460 FT/HAT

451 FT ALL CATS. RADAR-1 AMDT 18 **RWY** ASR MDA 460 FT/ HAT 451 FT ALL CATS.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 2 1/4 MILES CAT D 2 1/2 MILES. NA.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 2 1/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/859 FI/T /TMA/ HENRY TIFT MYERS TIFTON GA. VOR RWY 27 AMDT 3 SI MINS NA AT NIGHT.

FDC 0/1159 FI/T /GVL/ LEE GILMER MEMORIAL GAINESVILLE GA. TAKEOFF MINIMUMS RWY 4 600-3 OR STANDARD WITH MINIMUM CLIMB OF 215 FT PER NM TO 2000 FT.

FDC 0/1386 FI/T /AHN/ ATHENS MUNI ATHENS GA. VOR RWY 2 AMDT 7 VOR SI MDA 1220 FT ALL CATS.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRCLING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

#FDC 0/1750 FI/T /02J/ CRISP COUNTY CORDELE CORDELE GA. VOR/DME RWY 22 AMDT 5 SI MDA 980 HAT 672 ALL CATS VIS CAT C 2 MILES CAT D 2 1/4 MILES.

#FDC 0/1792 FI/P /PDK/ DEKALB-PEACHTREE, ATLANTA, GA. LOC RWY 20L AMDT 3. CORRECT US GOVT CHART AL-469 SOUTHEAST VOL-2 2 OCT 1980 **MISSED APPROACH HOLDING NE AT OCR VORTAC SHOULD BE LEFT TURN 241 DEG INBOUND.**

#FDC 0/1823 FI/T /AHN/ ATHENS MUNI ATHENS, GA. VOR RWY 2 AMDT 7 AND VOR RWY 27 AMDT 7 MSA 25 NM AHN VORTAC 2500 FEET.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

#FDC 0/1737 FI/T /GPT/ GULFPORT-BILOXI REGIONAL/GULFPORT/ MS. NDB RWY 13 AMDT 7 MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI RWY 13 MDA 540/HAT 516 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/2 MILE CAT D 1 3/4 MILE. ILS RWY 13 AMDT 8. SI ILS RWY 13 MINS NA. MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI LOC RWY 13 MDA 480/HAT 456 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/4 MILE CAT D AND E 1 1/2 MILE. VOR RWY 13 /TAC/ AMDT 18 SI RWY 13 VIS CAT A/B 1 MILE CAT C 2 MILE CAT D 2 1/4 MILE CAT E 2 1/2 MILE. DME MINIMA SI RWY 13 VIS CATS A/B/C 1 MILE CAT D 1 1/4 MILE CAT E 1 1/2 MILE. RADAR-1 AMDT 1 SI RWY 13 VIS CATS A/B 1 MILE. CAT C 1 1/4 MILE CAT D AND E 1 1/2 MILE. IFR TAKEOFF MINIMUMS RWY 13 STANDARD.

#FDC 0/1771 FI/T /PIB/ PINE BELT REGIONAL LAUREL HATTIESBURG MS. ILS RWY 18 AMDT 2 SI ILS VIS ALL CATS 3/4 MILE SI LOC CAT A B 3/4 MILE CAT C 1 MILE CAT D 1 1/4 MILE.

NORTH CAROLINA

FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

FDC 0/1586 FI/T /CLT/ DOUGLAS MUNI CHARLOTTE NC. ILS RWY 18R ORIG. STRAIGHT IN RWY 18R ILS ONLY MINS NA. FAF SOPHE INT 7.1 DME CLT VORTAC.

FDC 0/1635 FI/T /RMT/ ROCKY MOUNT DOWNTOWN ROCKY MOUNT NC. VOR-A AMDT 10 AND VOR/DME-B AMDT 7 NA.

FDC 0/1661 FI/P /ECG/ ELIZABETH CITY COAST GUARD AIR BASE/MUNI ELIZABETH CITY, NC. NDB-A AMDT 5 VOR RWY 1, AMDT 5. VOR RWY 19, AMDT 4, ADD PROCEDURAL DATA/NOTES, CAUTION: TETHERED BALOON, LOCATED APPROXIMATELY 2 MILES SOUTHEAST OF AIRPORT 361400/760800 MAY BE FLYING DURING VFR DAYLIGHT HOURS ONLY. THIS IS NDB-A AMDT 6, VOR RWY 1 AMDT 6, VOR RWY 19 AMDT 5.

#FDC 0/1789 FI/T /AVL/ ASHEVILLE MUNI, ASHEVILLE, NC. LOC RWY 16 AMDT 1 DSTC FAF TO MAP 5.1, MAP 5.1 AFTER PASSING IM LOM. TAKEOFF MINIMUMS RWY 34 600-1 OR STANDARD WITH A MIN CLIMB OF 400 FEET PER NM TO 2800.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

#FDC 0/758 FI/T /GCY/ GREENEVILLE MUNI, GREENEVILLE TN. NDB RWY 5 AMDT 2 LOCAL ALSTG NA.

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

FDC 0/1716 FI/T /3A9/ SEVIER-GATLINBURG, SEVIERVILLE, TN. VOR/DME RWY 10 AMDT 1 CIRCLING TO RWY 28 AT NIGHT NA. IFR DEPARTURE RWY 10 AT NIGHT NA.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 1 1/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1489 FI/T /ACV/ ARCATA, ARCATA-EUREKA CA. VOR RWY 13 AMDT 3 MINIMUM ALTITUDE BETWEEN YAGER INT AND KNEES INT 11000 FEET MSL.

FDC 0/1490 FI/T V-195 FORTUNA /FOT/ VORTAC TO RED BLUFF /RBL/ VORTAC. YAGER INT IDENTIFIED BY FOT VORTAC R-091 AND I-ACV LOCALIZER SE COURSE ONLY.

FDC 0/1620 FI/P /OAK/ METROPOLITAN OAKLAND INTL OAKLAND CA. NDB RWY 27R ORIG ILS RWY 27R AMDT 28 VOR/DME RWY 27L AMDT 9 MISSED APPROACH CLIMB TO 3000 VIA OAK R-313 TO PEERE INT AND HOLD. THIS IS NDB RWY 27R AMDT 1 ILS RWY 27R AMDT 29 VOR/DME RWY 27L AMDT 10.

FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (051) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1368 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. RNAV RWY 33 AMDT 2 SI VIS 1 MILE CAT D. ADD NOTE; CAT D S-33 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3.

FDC 0/1369 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 ORIG MISSED APPROACH: CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 VIA R-248 TO GLL VORTAC. THIS IS AMDT 1.

FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8L AMDT 17, ILS RWY 26R AMDT 7 AND VOR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SETTINGS NOT AVAILABLE.

FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VOR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

FDC 0/1715 FI/P /FCS/ BUTTS AAF, FORT CARSON, CO. VOR RWY 31 ORIG, RADAR-1 AMDT 3. ADD PROCEDURAL DATA/NOTE; WHEN CONTROL ZONE NOT IN EFFECT USE COLORADO SPRINGS, CO ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET. THIS IS VOR RWY 31 AMDT 1 AND RADAR-1 AMDT 4.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/932 FI/T /PVU/ PROVO MUNI/ PROVO/ UT. VOR-A AMDT 4 WHEN PROVO ALTM NOT AVAILABLE. 1. USE SALT LAKE CITY/ UT ALSTG. 2. INCREASE MDAS CAT A/B/C 60 FT. 3. ALTN MINIMUMS NA.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

FDC 0/1707 FI/T /ENV/ WENDOVER, WNEDOVER, UT. VOR/DME-A ORIG CHANGE TO VOR/DME OR TACAN-A ORIG. ADD CAT E CIRCLING MDA 5760/HAA 1520 VIS 3. CHANGE BVL R-067/5 TO BVL R-067/10. ADD ALTN MIN CAT E 1600-3. 15 NM PROC TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH; TACAN ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NORTHEAST LEFT TURNS 247 INBOUND 5 NM LEGS.

NORTH CENTRAL

IOWA

FDC 0/1155 FI/T /PRO/ PERRY MUNI PERRY IA. NDB RWY 31 AMDT 1. ALL SI AND CIRCLING MDAS 1680 FT HATS/HAAS 666 FT. SI AND CIRCLING

VIS CAT C 1 3/4 MILES CAT D 2 MILES. MSA 180-270 DEG 2900 FT.

FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

#FDC 0/1733 FI/P /OK9/ OELWEIN MUNI OELWEIN IA. VOR-A AMDT 1 CORRECT U.S. GOVT CHART/AL-6004/MSA 25 NM FROM ADO VORTAC 180-090 2600 FEET 090-180 400 FEET.

#FDC 0/1791 FI/T /CCY/ CHARLES CITY MUNI, CHARLES CITY, IA. NDB RWY 12 AMDT 6 ALL SI AND CIRCLING MDAS 1740 FEET. SI AND CIRCLING VIS CAT C 1 3/4 MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/767 FI/T /WLD/ STROTHER FIELD WINFIELD-ARKANSAS CITY KS. ILS RWY 35 ORIG PROC NA.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, K S. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG:NOT AUTHORIZED. ILS RWY 17 ORIG; PROCEDURE TURN NOT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TO FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TO 3200 FEET DIRECT EWK NDB AND HOLD SOUTH. LEFT TURNS, 357 INBOUND.

FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RVAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1 1/4 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

FDC 0/1567 FI/P /HUT/ HUTCHINSON MUNI/ HUTCHINSON/ KS. ILS RWY 13 AMDT 10 AND NDB RWY 13 AMDT 9. TERMINAL ROUTE ALTITUDE HUT VORTAC TO HU LOM 3000 FEET. THIS IS ILS RWY 13 AMDT 11 AND NDB RWY 13 AMDT 10.

FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. IFR TAKEOFF MINIMUS; RWY 3/16/21/34, STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

#FDC 0/1738 FI/P /MKT/ MANKATO MUNI MANKATO MN. CORRECT U.S. GOVT CHARTS /AL-5755/ IN NORTH CENTRAL VOL 1 OF 2 DATED OCT 2, 1980 VOR RWY 15 AMDT 3 CORRECT PROCEDURAL DATA NOTE 2 TO READ.. ALL MDAS BECOME 1700 FEET AND DELETE RADAR VECTORING FROM COMMUNICATIONS DATA. VOR RWY 33 AMDT 4 SI RWY 33 CAT D VIS SHOULD READ 1 1/2 MILES. VOR/DME RWY 15 ORIG DISTANCE VDP TO THR SHOULD READ 1.1 MILES AND DISTANCE FROM VDP TO MKT 6 DME SHOULD READ 4.1 NM.

MISSOURI

FDC 0/982 FI/T/JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 18 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT. PROC TURN COMPLETION ALT 3000 FT SI-LOC-13 MDA 1320 FT HAT 353 FT ALL CATS CAT D VIS 1 1/4 MILES. CIRCLING MDA CATS A/B 1480 FT HAA 500 FT. NDB RWY 13 AMDT 20 TERMINAL ROUTES NASHE INT TO JL LOM ALT 3000 FT GALAY INT TO JL LOM ALT 3000 FT WACCO INT TO JL LOM ALT 3000 FT QUALM INT TO JL LOM ALT 3000 FT PROC TURN COMPLETION ALT 3000 FT. SI-13 MDA 1360 FT HAT 393 FT ALL CATS CIRLCING MDA CATS A/B 1480 FT HAA 500 FT.

FDC 0/1037 FI/T CORRECT U.S. GOVT CHART L-21 PANELS A AND B. ADD LARCS INT DESCRIBED AS VIH VORTAC RADIAL 248/27 AND TBN VOR RADIAL 336.

FDC 0/1044 FI/T /JLN/ JOPLIN MUNI, JOPLIN MO. NDB RWY 13, AMDT. 20 AND ILS RWY 13, AMDT. 18: TERMINAL ROUTE EOS VORTAC TO LUMMS LOM MEA 3100 VICE 3000.

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TERMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA 25 NMR DMO NDB 2700 FEET.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 - 126.2.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

#FDC 0/1734 FI/P /LBF/ LEE BIRD FIELD NORTH PLATTE NE. CORRECT U.S. GOVT CHARTS /AL-292/RNAV RWY 12R AMDT 2 MAP COORDINATES ARE LAT 41-07-58.85N LONG 100-42-25.3W. ILS RWY 30R ORIGINAL COURSE/DISTANCE 15 DME ARC TO PANBE INT/OM 296/8.2 /L-LBF/. VOR RWY 35 AMDT 14 COURSE/ DISTANCE 7 DME ARC TO LBF VORTAC 018/7.0 /LBF R-198/.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

#FDC 0/1836 FI/P /FAR/ HECTOR FIELD FARGO ND. VOR RWY 35 AMDT 9 CORRECT US GOVT CHART AL-144/ CAT C CIRCLING VIS 1 3/4 MILE.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/656 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1125 FI/T /LGD/ LA GRANDE MUNI LA GRANDE OR. NDB-A ORIG NA.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

#FDC 0/1783 FI/P /RDM/ VORTAC, REDMOND, OR. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC /IMB/, 13,000; V-269 FROM WILDHORSE, OR VORTAC /ILR/ TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC /IKV/ TO RDM, 11,000: V-25 FROM OCTAD TO RDM, 12,000 N AND S BOUND: V-121 FROM IVDAS TO RDM, 14,000: V121N/V-536 FROM MANTE TO RDM, 12,000: V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENT IS NOT AUTHORIZED: V-536 FROM RDM TO RENCE. ROMES INT IS CANCELLED. RENCE INT IS REDESCRIBED IMB R-298/27 AND PDT R-210/67.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES.

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.

FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.

AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1071 FI/T /S42/ **APEX AIRPARK/** SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 **FI/T /TIW/ TACOMA INDUSTRIAL** TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES **PASCO WA.** ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ **BELLINGHAM INTERNATIONAL BELLINGHAM WA.** VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1543 FI/T **/NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON.** IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

FDC 0/1569 **FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA.** ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

FDC 0/1653 FI/T **/YKM/ YAKIMA AIR TERMINAL** YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1689 FI/T /OMK/ OMAK, OMAK. WA. NDB/A AMDT 1 NA.

#FDC 0/1833 FI/T /PWT/ KITSAP COUNTY BREMERTON, WA. NDB RWY 1 AMDT 10 TERMINAL ROUTES LOFAL TO PWT NDB 3400 FEET SEA VORTAC TO PWT NDB 3400 FEET CARRO TO PWT NDB 3400 FEET. MISSED APPROACH ALT CLIMB TO 3400 FEET. ILS RWY 19 AMDT 7 TERMINAL ROUTES SEA VORTAC TO CHECO INT/OUTER MARKER 3400 FEET CARRO TO CAN NDB 3400 FEET CAN NDB TO CHECO INT/OUTER MARKER 3400 FEET. MAINTAIN 3400 FEET UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN LOC BC RWY 1 AMDT 2. TERMINAL ROUTE LOFAL TO CAN NDB 3400 FEET. RNAV RWY 1 AMDT 4 GLIDE SLOPE COMPUTER SETTING 2.85

DEGRRES. INITIAL ROUTE ARGOT WPT TO SPEND WPT 8.4 NM.

FDC 9/1659 FI/T (TIW) **TACOMA INDUSTRIAL TACOMA WA.** ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 **FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK.** NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 **FI/T /UMT/ UMIAT UMIAT AK** NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

FDC 0/1558 FI/P /SNP/ ST PAUL ISLAND ST PAUL ISLAND AK NDB-3 RWY 36 ORIG. CORRECT US GOVT CHART /AL-2119/ BY CHANGING SPY NDB FREQ TO 314.

FDC 0/1681 FI/T /VDZ/ VALDEZ NO 2 VALDEZ AK. LDA/DME-C ORIG. ORIG PROC NA BETWEEN 0100Z-1700Z.

FDC 0/1692 FI/T /BRW/ WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. NDB RWY 6 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 29/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. NDB RWY 24 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 28/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. DISTANCE FAF TO THRESHOLD 2.1 MILES.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

#FDC 0/1793 FI/P /OGG/ KAHULUI, KAHULUI, HI. VOR RWY 20 AMDT 7, VOR/DME OR TACAN-A AMDT 1, LOC/DME/BC/RWY 20 AMDT 5, VOR RWY 2/TAC/AMDT 4, VOR/DME OR TACAN RWY 20 AMDT 2, ILS RWY 2 AMDT 15, NDB RWY 20 AMDT 4 DELETE ASR FROM NOTES. THIS IS VOR RWY 20 AMDT 8, VOR/DME OR TACAN-A AMDT 2, LOC/DME/BC RWY 20 AMDT 6, VOR RWY 2/TAC/AMDT 5, VOR/DME OR TACAN RWY 20 AMDT 3, ILS RWY 2 AMDT 16 AND NDB RWY 20 AMDT 5.

PUERTO RICO

FDC 0/1684 FI/T /SJU/ PUERTO RICO INTERNATIONAL SAN JUAN PUERTO RICO. ILS BC RWY 25 AMDT 6 NA.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG

BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

The Alert Weather Watch (AWW) and Convective SIGMET (WST) reports have been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S—"Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S—"Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S—"How many hours from now? maximum is 30"

P—6; # #

S—"Six"

S—"At what altitude?"

P—85; # # (or 8500; # #)

S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

LOS ANGELES TERMINAL CONTROL AREA

SPECIAL PROCEDURES FOR TRANSITING THE VFR CORRIDOR

Due to the large volume of aircraft that transit north and south through the VFR Corridor over Los Angeles International Airport, a procedure has been established to provide pilots with an awareness of other traffic.

A special radio frequency is provided for exchange of information between pilots using the VFR Corridor.

Recommended operating practices: When transiting the Los Angeles VFR Corridor, blind broadcast your position and/or intentions on frequency 122.9 MHz.

Recommended Blind Broadcast procedures:

(1) NORTHBOUND

Example: LOS ANGELES VFR CORRIDOR, COMANCHE SIX ONE THREE EIGHT, THREE MILES SOUTHEAST OF THE LOS ANGELES AIRPORT PROCEEDING NORTHWESTBOUND AT 4500 FEET.

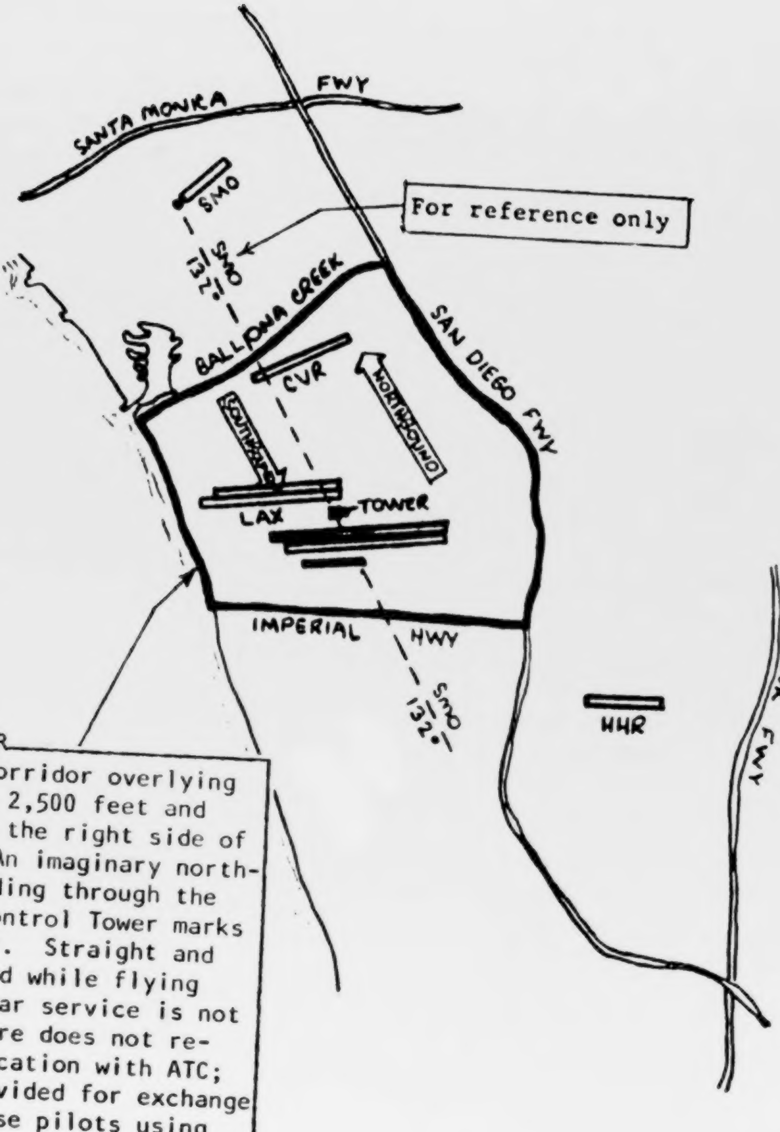
(2) SOUTHBOUND

Example: LOS ANGELES VFR CORRIDOR, APACHE TWO TWO FIVE ZULU, OVER SANTA MONICA AIRPORT SOUTHEASTBOUND AT 3500 FEET.

Because of the popularity of the Corridor we suggest use of this new procedure and the following flight techniques:

1. Be extra alert for other aircraft.
2. Do not descend below 2500 feet until clear of the North and South boundaries of the Corridor.
3. Do not stray east of the San Diego Freeway nor west of the shoreline.
4. The Santa Monica VOR 132 Radial and an imaginary northwest/southeast line through the Los Angeles Air Traffic Control Tower marks the center of the Corridor. If northbound, remain east of this line and west of the line if flying southbound.
5. Straight and level flight is suggested while in the Corridor.
6. Use landing lights if your aircraft is equipped to display them during en route flight.

LOS ANGELES VFR CORRIDOR


SANTA MONICA
FWY
SMO
For reference only
SMO 132°
BALLONA CREEK
SAN DIEGO FWY
CVR
SOUTHBOUND
NORTHBOUND
LAX
TOWER
IMPERIAL
HWY
SMO 132°
HHR
HARBOR FWY

VFR CORRIDOR

When transiting the VFR corridor overlying Los Angeles Airport above 2,500 feet and below 5,000 feet, keep to the right side of corridor as per arrows. An imaginary northwest/southeast line extending through the Los Angeles Air Traffic Control Tower marks the center of the corridor. Straight and level flight is recommended while flying through the corridor. Radar service is not available and this procedure does not require clearance or communication with ATC; however freq. 122.9 is provided for exchange of information between those pilots using the corridor.

LOS ANGELES DEPARTURES

Maintain below 2,500 feet to the shoreline westbound or San Diego Freeway eastbound to avoid the VFR corridor.

EXAM-O-GRAMS

EXAM-O-GRAMS ARE PREPARED ON SUBJECTS WHICH PROVE PARTICULARLY TROUBLESOME TO APPLICANTS IN WRITTEN TESTS. THEY PROVIDE INFORMATION ON ITEMS WHICH ARE OPERATIONALLY IMPORTANT BUT COMMONLY MISUNDERSTOOD.

IFR AND VFR EXAM-O-GRAMS MAY BE PURCHASED, ON A SUBSCRIPTION BASIS (CHANGES WILL BE MAILED AUTOMATICALLY TO SUBSCRIBERS COVERING AN EXTIMATED 3-YEAR PERIOD) FROM:

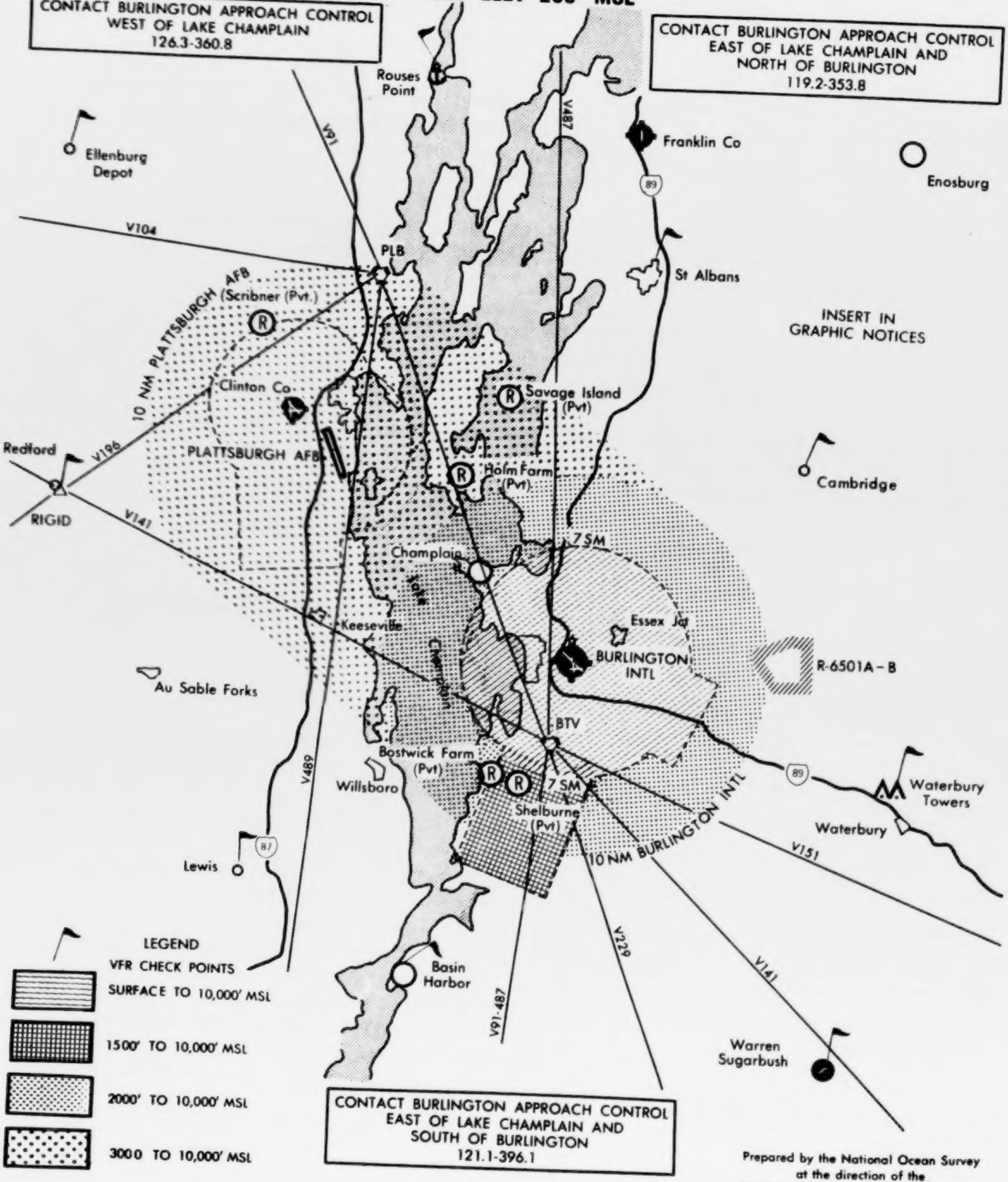
SUPERINTENDENT OF DOCUMENTS
U. S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C. 20420

OR FROM GPO BOOKSTORES LOCATED IN MAJOR CITIES THROUGHOUT THE U.S. WHEN ORDERING, CHECK OR MONEY ORDER SHOULD BE MADE PAYABLE TO "SUPERINTENDENT OF DOCUMENTS: AND SPECIFY:

TITLE: IFR AND VFR PILOT EXAM-O-GRAMS
LIST ID: IVPEG
PRICE: $13.00, DOMESTIC
$16.25, IF MAILED TO A FOREIGN ADDRESS

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BURLINGTON, VERMONT
BURLINGTON INTL
FIELD ELEV 335' MSL
PLATTSBURGH AFB
FIELD ELEV 235' MSL



CONTACT BURLINGTON APPROACH CONTROL
WEST OF LAKE CHAMPLAIN
126.3-360.8

CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN AND
NORTH OF BURLINGTON
119.2-353.8

CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN AND
SOUTH OF BURLINGTON
121.1-396.1

INSERT IN
GRAPHIC NOTICES

LEGEND
- VFR CHECK POINTS
- ▤ SURFACE TO 10,000' MSL
- ▦ 1500' TO 10,000' MSL
- ▨ 2000' TO 10,000' MSL
- ░ 3000 TO 10,000' MSL

Rouses Point
Ellenburg Depot
V91
V487
Franklin Co
89
Enosburg
V104
PLB
St Albans
10 NM PLATTSBURGH AFB
(Scribner (Pvt.)
Clinton Co
Savage Island (Pvt)
Redford
V196
PLATTSBURGH AFB
Holm Farm (Pvt)
Cambridge
RIGID
V141
7 SM
Champlain
Lake Champlain
Essex Jct
Keeseville
BURLINGTON INTL
R-6501A-B
Au Sable Forks
BTV
V489
Bostwick Farm (Pvt)
Willsboro
7 SM
Shelburne (Pvt)
89
Waterbury Towers
Waterbury
10 NM BURLINGTON INTL
V151
87
Lewis
V229
Basin Harbor
V91-487
V141
Warren Sugarbush

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

15 AUG 1980

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

331-736
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NOV 17 1980

Item 431-C-5

TD 4.12/2:980/23

9323

CLASS TWO NOTAMS

November 13, 1980

Next Issue
November 27, 1980

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

VOICE RESPONSE SYSTEM
See page Special—1, 2
EXAM-O-GRAMS
See page Special—3
ATLANTIC CITY, NJ TRSA
See page Special—4
BURLINGTON, VT TRSA
See page Special—5
OMAHA, NE TRSA
See page Special—6
PEORIA, IL TRSA
See page Special—7
PORTLAND, OR TRSA
See page Special—8
SAN FRANCISCO, CA TERM
See page Special—9
SPOKANE, WA TRSA
See page Special—10

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF–1	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF–2	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible) distance measuring equipment
dsplcd	displaced
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J-bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg. rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System with
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
rcvr	receiver
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF OCTOBER 30, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

EFAS OUTLETS

LAS EFAS MT POTOSI OUTLET FL 180/ABOVE 134.825.

OAK EFAS ANGELES CAMP OUTLET FL 180/ABOVE 134.825.

PHX EFAS HUMBOLT MOUNTAIN OUTLET FL 180/ABOVE 134.825.

ALABAMA

GREENVILLE MUNI ARPT: Arpt Clsd indef. (11/80)

MONROEVILLE COUNTY ARPT: Thr lgts Rwy 03 OTS until 12/1. (10/80)

SELMA: VOR "CAQ" OTS until 1/15/81. (11/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

NO NOTICES THIS ISSUE

ARKANSAS

LITTLE ROCK ADAMS FIELD: Rwy 04-22 7172 ft by 150 ft. (11/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80)

CALIFORNIA

ARCATA: Rwy 01-19 Rwy lgts OTS indef. VASI Rwy 01 OTS indef. (10/80)

LIVERMORE: 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80)

LOS ANGELES INTL: Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MARIPOSA-YOSEMITE ARPT: Unicom freq 122.7. (11/80)

MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)

MONTAGUE SISKIYOU COUNTY ARPT: RAIL Rwy 17-35 OTS indef. (10/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 12/15. (10/80) Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Arpt Clsd B747/L500/C5A until 12/15.

SAN LUIS OBISPO COUNTY ARPT: Rwy 07/25 temply Clsd except PPR. (10/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

WOODLAND-WATTS ARPT: Rwy 18-36 3770 ft by 60 ft. Thr Rwy 18 dsplcd 630 ft. Thr Rwy 36 dsplcd 385 ft. (11/80)

COLORADO

PUEBLO MEMORIAL ARPT: Rwy 12-30 Clsd ngts UFN. (10/80)

CONNECTICUT

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Lgtd crane 275 ft West Rwy 15 until 9/82. (10/80)

FLORIDA

CRESTVIEW BOB SIKES ARPT: Rwy 35 VASI OTS 11-16/11-30. (8/80)

LAKELAND: Ctlz suspended. (10/80)

WINTER HAVEN'S GILBERT ARPT: Unicom freq 122.7. (11/80)

GEORGIA

ROME: VORTAC operating unrestricted. (10/80)

IDAHO

NO NOTICES THIS ISSUE

ILLINOIS

DANVILLE/VERMILLION COUNTY ARPT: Ctlz hrs 0700-0700. (11/80)

LITCHFIELD: NDB "LTD" OTS until 12/25. (11/80)

SUBLETTE TRUCKENBROD ARPT: Arpt permly Clsd. (11/80)

UTICA STARVED ROCK AIRPARK ARPT: Arpt permly Clsd. (11/80)

INDIANA

LAFAYETTE HALSMER ARPT: Unicom freq 123.0. (9/80)

IOWA

DECORAH: NDB "DEH" OTS until 12/31. (11/80)

LEMARS MUNI ARPT: For Rwy lgts key 122.8 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

MARSHALLTOWN MUNI ARPT: RCO 122.15 cmsnd. (10/80)

ROCK RAPIDS: NDB "RRQ" OTS until 12/1. (10/80)

KANSAS

ELLSWORTH MUNI ARPT: Rwy 17-35 3100 ft. by 50 ft. (11/80)

GOODLAND: CTLZ operates 24 hours.

LIBERAL MUNI ARPT: GS Rwy 35 OTS until 1/22/81. (10/80)

KENTUCKY

PADUCAH BARKLEY REGIONAL ARPT: Rwy 14/32 Clsd until 12/1. (10/80)

LOUISIANA

BATON ROUGE RYAN ARPT: ILS & LOC BC OTS until 12/10. (11/80)

JONESBORO ARPT: Arpt Clsd UFN. (7/80)

LAKEFRONT ARPT: Rwy 13-31 permly Clsd. (11/80)

SHREVEPORT REGIONAL ARPT: Rwy 14-32 8350 ft by 200 ft. Thr Rwy 32 dsplcd 375 ft. (11/80)

SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

PRINCETON: DME unusable 300-330 degrees below 4500 ft. beyond 25 NM. (10/80)

WATERVILLE ROBERT LAFLEUR AIRPORT: LOC OTS until 12/25. (11/80)

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

NO NOTICES THIS ISSUE

MICHIGAN

DECKERVILLE LAMONT ARPT: Thr Rwy 09 dsplcd 262 ft. (11/80)

IRON MOUNTAIN/KINGSFORD: Ctlz hrs are 0515-2200 daily. (11/80)

LAKEVIEW ARPT: For rwy lgts key 121.8. (11/80)

MACKINAC ISLAND ARPT: RCO 122.5 CMSND. (10/80)

HARRY BROWN ARPT: Rwy 09-27 3500 ft. by 75 ft. (11/80)

MARYVILLE MEML ARPT: For rwy lgts key 122.8 3 times in 5 sec for low; 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 122.95. (10/80)

MINNESOTA

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT; Unicom freq 122.8. (10/80)

MISSOURI

JEFFERSON CITY: CTLZ hrs 0730-2100 Mon-Fri. Marginal VFR weather Sunday 1200-1900 and Clsd Sat. (11/80)

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

ST. JOSEPH: CTLZ hrs are 0700-2200 daily. (11/80)

LAMBERT-ST LOUIS INTL ARPT: Rwy 17-35 Clsd until 1/81. (10/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

HASTINGS MUNI ARPT: Rwy 04-22 4500 ft by 75 ft. (11/80)

NEVADA

TONOPAH ARPT: Arpt Clsd ngts until 2/1/81. Rwy lgts OTS until 2/1/81. (10/80)

NEW HAMPSHIRE

NO NOTICES THIS ISSUE

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)

SUSSEX ARPT: Unicom freq 122.7. (11/80)

NEW MEXICO

TAOS: NDB "SKX" OTS until 12/31. (11/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80) ILS **Rwy** 01 OTS until 11/27. (11/80)

JOHNSTOWN FULCO ARPT: Arpt Clsd UFN. (10/80)

NEWBURGH STEWART ARPT: Rwy 09-27 11818 ft. by 150 ft. Rwy 09 thr dsplcd 2000 ft. Rwy 27 thr dsplcd 2000 ft. (11/80)

ODGENSBURG, ODGENSBURG INTL ARPT: Large concentration of birds on or near vicinity of arpt particularly durg poor weather periods. (10/80)

PERRY PERRY-WARSAW ARPT: Arpt Clsd UFN. (9/80)

SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 Clsd Hel. (10/80)

NORTH CAROLINA

CHARLOTTE DOUGLAS MUNI ARPT: ILS IM Rwy 36L OTS indef. (10/80)

JACKSONVILLE ALBERT J. ELLIS ARPT: Rwy 05-23 Clsd 0100-1000 daily 11/20-12/10. (11/80)

RALEIGH-DURHAM ARPT: Rwy 14-32 Clsd UFN. (10/80)

NORTH DAKOTA

NO NOTICES THIS ISSUE

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CIRVILLE: NDB "CYO" OTS until 12/31. (11/80)

GALION MUNI ARPT: For Rwy lgts key 122.8 3 times low; 5 times med; 7 times high. (11/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

OKLAHOMA

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)

FAIRVIEW: NDB "FAU" OTS until 11/30. (11/80)

PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)

POTTSVILLE SCHUYLKILL COUNTY ARPT: SW 900 ft Rwy 04-22 Clsd UFN. (8/80)

SHARON ARPT: Arpt Clsd UFN. (10/80)

WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80)

RHODE ISLAND

NEWPORT STATE ARPT: Rwy 04-22 S-WGT 18,000 lbs. Rwy 16-34 S-WGT 18,000 lbs. (11/80)

PAWTUCKET NORTH CENTRAL STATE ARPT: Rwy 05-23 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 15-33 S-WGT 30,000 lbs; D-WGT 60,000 lbs. (11/80)

WESTERLY STATE ARPT: Rwy 07-25 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 14-32 S-WGT 20,000 lbs; D-WGT 40,000 lbs. (11/80)

SOUTH CAROLINA

MC CORMICK COUNTY ARPT: Arpt Clsd indef. (11/80)

SOUTH DAKOTA

MITCHELL: Ctlz hrs are 0630-2200. (11/80)

TENNESSEE

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)

LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80) Arpt Clsd Ngts UFN. (11/80)

TEXAS

DALHART MILLER AIRFLD ARPT: Rwy 17 thr dsplcd 685 ft. Rwy 35 thr dsplcd 345 ft. (11/80)

JASPER: RCO freq 122.5 cmsnd. (11/80)

LAREDO: LOC AND Glide Slope OTS until 1/15/81. (11/80)

MC ALLEN: LOC AND Glide Slope OTS until 12/31. (11/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

MINERAL WELLS: CTLZ hrs are 0700-1700 thur 12/27. (11/80)

MIAMI-ROBERTS COUNTY ARPT: Rwy 02-20 4060 ft. by 50 ft. Thr Rwy 20 dsplcd 402 ft. (11/80)

OLNEY MUNI ARPT: NDB OTS until 5/1/81. (10/80)

UTAH

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80)

VERMONT

NO NOTICES THIS ISSUE

VIRGINIA

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

NO NOTICES THIS ISSUE

WISCONSIN

JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd UFN. (9/80)

MADISON MOREY ARPT: For Rwy lgts & REIL key 123.5 5 times in 5 sec. (10/80)

MOSINEE: Ctlz hrs are 0430-0045 Sun-Fri and 0430-0200 Sat. (11/80)

PLATTEVILLE: NDB "PVB" OTS until 12/21. (11/80)

WYOMING

FORT BRIDGER MUNI ARPT: First 200 ft Rwy 24 permly Clsd. (9/80)

POWELL MUNI ARPT: For Rwy lgts key 122.7 3 times in 5 sec for low;5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD MAR-AUG

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS. DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N100MA	DC49	Sil
N111R	C310	Wht/Org
N1229C	C414	Wht/Yel
N140PC	C172	Wht/Blu
N1543S	QA	Wht
N1568X	Piper	Wht/Grn
N2034T	C182	Whit/Org
N274C	B95	Wht/Gld
N27737	PA31	Wht
N28330	AA1	Wht/Org
N3184W	BE55	Wht/Blu/Gld
N31876	PA Lance	Wht/Brn
N32150	C401	Unk
N3434W	PA28	Wht/Red
N300BU	C310R	Blu/Wht
N36653	Seneca	Wht/Brn
N37101	C404	Wht/Blu
N37431	C421C	Wht/Blu
N39614	PA Lance	Wht
N40253	Aztec	Wht/Yel/Blk
N4596A	C152	Blu/Red/Wht
N4623U	C206	Tan
N47364	PA Seneca	Wht
N47645	PA2801T	Wht/Grn/Blk
N49947	C402	Wht/Red
N5363X	C206T	Wht/Mrn/Tan
N5427F	PA28	Wht
N55051	PA Seneca	Wht/Red/Blk
N56206	Stearman Bi-Plane	Blk
N6073Y	PAZT	Unk
N6174D	PA Tri-Pacer	Wht
N62BM	PAZT	Wht/Red/ Blk
N6375C	C210	L.Blu/D. Blu
N63801	PA23-250	Brn/Org
N642LS	C411	Wht
N66TA	C421	Blu/Wht
N7074B	PA Supercub	Red/Wht
N732GU	C206 Super Skylane	Unk
N73578	C206 Stationair 8II	Unk
N761JE	C210	Gld/Brn/Wht
N761LN	CT210M	Wht/Brn/Org Trm
N7661S	Bellanca 7KCAB	Yel
N88700	C404 Titan	Wht/Red
N88832	C441	Gld/Wht
N9027Q	BE55	Unk
VQ-TAC	C310	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
CA	Arcata/Eureka	AS
	China Lake	AU
	Fullerton Muni	LTD
	Riverside Muni	LTD
	Sacramento	DS
	San Luis	AS
FL	Key West	AU
KY	London-Corbin	A
ME	Auburn-Lewiston	L
	Old Town	N
	Presque Isle	L
NY	Ogdensburg	AS
VA	Newport News	B

ABANDONED FACILITIES

AR	JACK GUNTER ARPT
AR	ANTHONY ISLAND SEAPLANE BASE
AR	HARRISON FIELD
ID	STRAWBERRY GLEN ARPT
IA	WELTY WAY HELIPORT
IA	EVENS SAIL PORT ARPT
LA	K C RANCE ARPT
MI	OTISVILLE RIXPORT ARPT
MI	RUNYON PRIVATE STRIP ARPT
NH	KEARSARGE VALLEY ARPT
NJ	ZIGFIELD ARPT
NM	RUNYAN ARPT
NY	ZAHNS ARPT
NC	ROCKY MOUNT DOWNTOWN ARPT
TX	S & S PATROL FIELD ARPT
TX	WAGON WHEEL SKY RANCH ARPT
TX	ALLISON RANCH ARPT
TX	W.M. ALLISON RANCH ARPT

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/1935 OCTOBER 29, 1980

SECTION 2

THE LISTING BELOW INCLUDES CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES AND AERONAUTICAL CHARTS; AND SELECTED FLIGHT RESTRICTIONS ISSUED PRIOR TO THE NORMAL PUBLICATION CYCLE. THESE REVISIONS SHOULD BE CONSULTED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU THE FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1376 FI/T /ORD/ CHICAGO-O'HARE INTERNATIONAL CHICAGO IL. ILS RWY 9L AMDT 4 SI LOC RWY 9L MDA 1140 FT HAT 482 FT ALL CATS VIS CAT D RVR 5000. ILS RWY 9R AMDT 10 SI LOC RWY 9R MDA 1140 FT HAT 475 FT ALL CATS. NDB RWY 9R AMDT 12 SI MDA 1200 FT HAT 535 FT ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES.

#FDC 0/1927 FI/T /IKK/ GREATER KANKAKEE, KANKAKEE, IL. ILS RWY 4 AMDT ORIG CHANGE MISSED APPROACH CLIMB TO 2700 DIRECT EON VORTAC AND HOLD SOUTH RIGHT TURN 011 DEG INBOUND.

INDIANA

FDC 0/1486 FI/T /GYY/ GARY MUNI GARY IN. ILS RWY 30 ORIG SI LOC VIS CAT A B C 3/4 CAT D 1 MILE. ADD PROCEDURAL DATA NOTES ACTIVATE MALSR RWY 30 - 126.3 INCREASE SI LOC VIS CAT A AND B 1/4 MILE CAT C AND D 1/2 MILE FOR INOPERATIVE MALSR. NDB RWY 30 AMDT 3 VIS CAT A AND B 3/4 MILE CAT C 1 1/4 MILE CAT D 1 3/4 MILE. ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3. VOR/DME RWY 2 AMDT 2 ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3.

FDC 0/1805 FI/T /SBN/ MICHIANA REGIONAL, SOUTH BEND, IN. RNAV RWY 9 AMDT 2, RADAR-1 AMDT 3, SI RWY 9 LOC BC RWY 9 AMDT 10 SI RWY 9 VIS CAT A, B 3/4 MILE. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO SI RWY 9 CAT C.

FDC 0/1829 FI/T /FWA/ FORT WAYNE MUNI/BAER FIELD/, FORT WAYNE, IN. VOR RWY 22/TAC/AMDT 7 MIN ALT LINCY 3.5 DME INCREASE RADAR 1580. SINGLE BASIS SI RWY 22 AND CIRCLING MDA INCREASED TO 1580/HAT 781/HAA 780 ALL CATS, SI AND CIRCLING VIS CAT B 1 1/4 MILE CAT C 2 1/4 MILE AND CAT D 2 1/2 MILE. ALTERNATE MINS CAT C 800 - 2 1/4 CAT D 800 - 2 1/2.

MICHIGAN

FDC 0/849 FI/T /PHN/ ST. CLAIR COUNTY INTL PORT HURON MI. RNAV RWY 22 AMDT 3 SI MDA 1060 FT HAT 411 FT ALL CATS. GS COMPUTER SETTING 2.83 DEG HORIZONTAL DIST MDA TO MAP ON GS 1.20 NM.

FDC 0/907 FI/T /MBS/ TRI-CITY SAGINAW MI. ILS RWY 5 AMDT 7 LOC BC 23 AMDT 6 PROCS NA.

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI. VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

FDC 0/1545 FI/T /GLR/ OTSEGO COUNTY GAYLORD MI. VOR RWY 9 ORIG & VOR RWY 27 ORIG PROCS NA.

FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1598 FI/T /3HE/ LIVINGSTON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1599 FI/T /0G9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

FDC 0/1603 FI/T /ARB/ ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 8 VOR RWY 24 AMDT 7 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY. DETROIT,MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1639 FI/T /2G5/ GROSSE ILE MUNICIPAL, DETROIT/ GROSSE ILE MI. VOR-A AMDT 1 NIGHTS MINS NA.

FDC 0/1679 FI/T /PTK/ OAKLAND-PONTIAC, PONTIAC, MI. VOR RWY 27L AMDT 11 AND LOC BC RWY 27L AMDT 4 SI RWY 27L MDA 1520/ HAT 544 ALL CATS. VIS CAT C 1 1/2 MILE, CAT D 1 3/4 MILE. CIRCLING MDA 1520/HAA 540 CAT A, B.

FDC 0/1732 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 4 ADD PROC DATA NOTE RADAR REQUIRED.

FDC 0/1772 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS MI. NDB-A AMDT 1 PROC NA.

#FDC 0/1845 FI/T /3CM/JAMES CLEMENTS MUNICIPAL, BAY CITY, MI. VOR-A AMDT 5 CAT D MDA 1500/HAA 915 VIS 3 MILES. TKOF MINS RWY 36 700-2. IFR DEPARTURE PROCEDURES RWYS 5, 9, 18, 23 AND 27 CLIMB RWY HEADING TO 1500 BEFORE TURNING.

#FDC 0/1934 FI/T /APN/ PHELPS COLLINS, ALPENA, MI. NDB RWY 36 AMDT 3 AND ILS RWY 36 AMDT 3 ADD PROC DATA NOTE WHEN CTLZ NOT IN EFFECT ALTN MINS NA.

OHIO

FDC 0/1541 FI/T /CGF/ CUYAHOGA COUNTY, CLEVELAND, OH. NDB RWY 23 AMDT 1 VOR RWY 23 AMDT 1 AND RNAV RWY 23 AMDT 6 STRAIGHT-IN MINS NA FROM 0800-1630 LOCAL TIME.

FDC 0/1722 FI/T /YNG/ YOUNGSTOWN MUNI OH. RADAR-1 AMDT 6 SI RWY 5 MDA 1540, HAT 396 ALL CATS. 1 MILE VIS CAT A B C 1 1/4 MILE VIS CAT D. RWY 5 FAF 5 MILES FROM THR MIN ALT 2700. FINAL APPROACH COURSE 050. MISSED APPROACH POINT 1/2 MILE FROM THR. CLIMB TO 2700, THEN DIRECT YNG VORTAC AND HOLD, NORTH, RIGHT TURN, 183 INBOUND.

FDC 0/1745 FI/P /OH17/ HENRY COUNTY, NAPOLEON, OH. VOR RWY 28 AMDT 1 CHANGE PROC DATA NOTE REGARDING LGTS TO READ ACTIVATE MIRLS RWY 10-28 VASI RWY 10 AND REILS RWY 10 AND 28 123.0. THIS IS VOR RWY 28 AMDT 2.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

#FDC 0/1898 FI/P /MKE/ GENERAL MITCHELL FIELD, MILWAUKEE, WI. ILS RWY 19R AMDT 4 CORRECT US GOVT CHART VOL-3 PAGE XVII EAST CENTRAL EFFECTIVE 2 OCT 1980 BY CHANGING ALTN MINIMUMS FOR ILS RWY 19R SI ILS AND LOC TO 900-3.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

MAINE

FDC 0/2 FI/T /SFM/ SANFORD MUNI SANFORD ME. VOR RWY 25 AMDT 9 PROC NA AT NIGHT.

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,B 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND

INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 0/1666 FI/T /B19/ BIDDERFORD MUNI BIDDERFORD ME. RADAR - 1 ORIG PROC NA.

FDC 0/1667 FI/T /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME. RADAR - 1 ORIG PROC NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

#FDC 0/1841 FI/P /BOS/ GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. ILS RWY 22L ORIG. SI ILS AND SI LOC VIS CATS A/B RVR 6000, CIRCLING VIS CATS A/B 1 1/4 MILES. THIS IS ILS RWY 22L AMDT 1.

#FDC 1848 FI/T /BOS/ LOGAN INTERNATIONAL BOSTON MA. ILD RWY 33L AMDT 15 DISTANCE TO THRESHOLD FROM MM IS 0.4 NM. GS ALT AT MM 205 FEET.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 0/1595 FI/T /EEN/ DILLANT-HOPKINS, KEENE,NH ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW YORK

FDC 0/543 FI/T /9G6/ PINE HILL ALBION NY. VOR RWY 28 ORIG PROC NA.

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PLANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

#FDC 0/1909 FI/T /SWF/ STEWART, NEWBURGH, NY ILS RWY 9 AMDT 1 PROC NA.

#FDC 0/1911 FI/T /ALB/ ALBANY COUNTY, ALBANY, NY VOR RWY 19 AMDT 16. VDP AT 2.2 DME, DISTANCE VDP TO RWY 19 THRESHOLD 1.6 NM.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1495 FI/T /ABE/ ALLENTOWN-BETHLEHEM-EASTON, ALLENTOWN, PA. NDB RWY 6, AMDT 15 SI 6 MDA 1040 FT, HAT 646 FEET, CAT C VIS RVR 6000 FEET, CAT D VIS 1 3/4 MILES. CIRCLING MDA 1040 FEET, HAA 646 FEET, CAT C CIRCLING 1 3/4 MILES.

#FDC 0/1929 FI/P /AOO/ ALTOONA-BLAIR COUNTY, ALTOONA, PA. CORRECT US GOVT IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. NE VOL 2 EFFECTIVE 2 OCT 80. TAKEOFF MINIMUMS: RWY 30, STANDARD. RWYS 2/12/20, 600-1. IFR DEPARTURE PROCEDURE: RWY 30, CLIMB STRAIGHT AHEAD TO 3200 FEET BEFORE PROCEEDING ON COURSE. RWYS 2/12/20, CLIMB VISUALLY TO 2100 FEET OVER AIRPORT, THEN CLIMB VIA AOO VOR R-213 TO 3600 FEET BEFORE PROCEEDING ON COURSE.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/1903 FI/T /MFV/ ACCOMACK COUNTY MELFA VA VOR/DME RWY 2 AMDT 1 AND NDB RWY 2 AMDT 2 REDESIGNATED VOR/DME RWY 3 AMDT 1 AND NDB RWY 3 AMDT 2. VOR/DME RWY 3 AMDT 1 SI AND CIRCLING MDA 700 FEET HAT/HAA 625 FEET ALL CATS. SI AND CIRCLING VIS 1 3/4 MILES CAT C SI VIS 2 MILES CAT D.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1128 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA. ILS RWY 15 AMDT 13 INCREASE FINAL APPROACH FIX ALTITUDE/GLIDE SLOPE INTERCEPT ALTITUDE TO 1500 MSL /1427/. GLIDE SLOPE ANGLE 3.00 DEGREES. TCH 39 FT.

#FDC 0/1842 FI/T /OR9/ HAMMOND MUNI, HAMMOND, LA. ILS RWY 18 ORIG SI NA.

#FDC 0/1912 FI/P CORRECT US GOVERNMENT CHART HOUSTON SECTIONAL. CORRECT THE TRANSITION AREAS TO THIBODAUX AND HOUMA, LOUISIANA AS DEPICTED ON THE 26TH EDITICN OF THE HOUSTON SECTIONAL CHART TO AGREE WITH THE 26TH EDITION OF THE NEW ORLEANS SECTIONAL CHART.

#FDC 0/1924 FI/T /MSY/ NEW ORLEANS INTL, MOISANT FIELD, NEW ORLEANS, LA. RADAR -1 AMDT 10 ASR RWY 10 MDA 420/HAT 418 ALL CATS.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS, LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/1224 FI/P /CSM/ CLINTON-SHERMAN CLINTON, OK. ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5 MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THESE ARE AMDTS 2 AND 6.

FDC 0/1364 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2300 FT HAT 387 FT ALL CATS. INCREASE SI VIS CAT D 1/4 MILE FOR INOP SSALR AND DELETE INOP TABLE NOTE FOR CAT D. CIRCLING MDA CAT A 2360 FT HAA 438 FT. NDB RWY 17R AMDT 6. ILS RWY 17R AMDT 2 CIRCLING MDA CAT A 2360 FT HAA 438 FT.

FDC 0/1482 FI/T /OKM/ OKMULGEE MUNI OKMULGEE OK. ILS RWY 17 ORIG SI ILS VIS 1 MILE ALL CATS SI LOC VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/2 MILES CAT C. NDB RWY 17 ORIG SI VIS 1 MILE CAT A 1 1/4 MILES CAT B 2 1/4 MILES CAT C.

FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TO OILLR LOM 3000 FEET.

FDC 0/1662 FI/T /MLC/ MCALESTER MUNI, MCALESTER, OK. LOC RWY 1 AMDT 1 SI MDA 1260/HAT 504 ALL CATS, VIS CAT C 1 1/2 MILE.

FDC 0/1825 FI/T /CSM/ CLINTON-SHERMAN, CLINTON, OK. NDB RWY 17R AMDT 6 SI MDA 2360/HAT 438 ALL CATS. CIRCLING MDA 2360/HAA 438 CAT A. VOR RWY 35L AMDT 5 SI MDA 2360/HAT 447 ALL CATS. CIRCLING MDA 2360/HAA 438 CAT A. ILS RWY 17R AMDT 2 SI LOC MDA 2360/HAT 438 ALL CATS. CIRCLING MDA 2360/HAA 438 CAT A.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425 FT ALL CATS.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/803 FI/T /TYR/ POUNDS FIELD TYLER TX. ILS RWY 13 AMDT 13 S-ILS VIS ALL CATS 3/4 MILE. S-LOC VIS CATS A/B/C 3/4 MILE. CAT D 1 MILE. NDB RWY 13 AMDT 11 SI VIS CATS A/B/C 1 MILE. LOC BC RWY 31 AMDT 13 SI VIS CATS A/B/C 1 MILE.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1375 FI/P /HOU/ WILLIAM P. HOBBY HOUSTON TX LOC BC RWY 22 AMDT 19 DISREGARD GLIDE SLOPE INDICATIONS. THIS IS AMDT 20.

FDC 0/1426 FI/T/SPS/SHEPPARD AFB/WICHITA FALLS MUNI. WICHITA FALLS TX. LOC BC RWY 15R AMDT 8 SI MDA 1400 FT/HAT 402 FT ALL CAT. SI VIS 1 1/4 MI CAT C. CIRCLING MDA 1400 FT/HAA 385 FT CAT A. CAT C S-LOC INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, PRESIDIO, TX NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

FDC 0/1591 FI/T /MRF/ MARFA MUNI, MARFA, TX. VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

FDC 0/1714 FI/T /TX06/ MEXIA-LIMESTONE COUNTY, MEXIA, TX. NDB-A ORIG CIRCLING MDA 1180/HAA 637 CAT A/B/C.

FDC 0/1746 FI/T /MAF/ MIDLAND REGIONAL, MIDLAND, TX. ILS RWY 10 AMDT 10 TRML ROUTE ALTS MAF VORTAC TO FARLY LOM GOMIT INT TO FARLY LOM; ARGET INT TO FARLY LOM 4900 FEET. PROC TURN AND GLIDE SLOPE INTERCEPT ALT 4900 FEET. ALT AT OM 4884 FEET MM 3084 FEET. GLIDE SLOPE ANGLE 3.0 DEGREES. TCH 52 FEET.

FDC 0/1824 FI/T /E02/ ODESSA-SCHLEMEYER FIELD ODESSA, TX. NDB RWY 20 ORIG CIRCLING MDA 3420/HAA 426 CAT A. VOR-A AMDT 2 CIRCLING MDA 3420/HAA 426 CAT A.

#FDC 0/1906 FI/P /DTO/ DENTON MUNI DENTON, TX NDB RWY 17 AMDT 1 ILS RWY 17 AMDT ° CHANGE PROC DATA NOTES REGARDING UNICOM FREQ AS FOLLOWS. ACTIVATE MALSR RWY 17 - 122.7. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.7 WHEN NOT AVAILABLE USE FORT WORTH TX ALTIMETER SETTING AND INCREASE ALL DH/MDAS 100 FEET. THIS IS NDB RWY 17 AMDT 2 ILS RWY 17 AMDT 2.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/1579 FI/T /MGM/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER AL COPTER NDB 060 ORIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

FLORIDA

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 1 1/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

FDC 0/1749 FI/T /TPF/ PETER O. KNIGHT TAMPA FL. NDB RWY 3 AMDT 8 CIRCLING CAT C MDA 840 HAA 832. RADAR -1 AMDT 2 CAT C MDA 840 HAA 832 VIS CAT C 2 1/2 MILES CAT D 3 MILES.

#FDC 0/1923 FI/T /MIA/ MIAMI INTL MIAMI, FL. CHANGE PORTION OF IFR TAKEOFF MINIMUMS AS FOLLOWS: RWY 27L RVR 5000 RWY 9R 1 MILE ALL CATS. RWY 27L AND 9R AIR CARRIER REDUCTION NOT AUTHORIZED.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 2 1/4 MILES CAT D 2 1/2 MILES. NA.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 2 1/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRCLING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

FDC 0/1792 FI/P /PDK/ DEKALB-PEACHTREE, ATLANTA, GA. LOC RWY 20L AMDT 3. CORRECT US GOVT CHART AL-469 SOUTHEAST VOL-2 2 OCT 1980 MISSED APPROACH HOLDING NE AT OCR VORTAC SHOULD BE LEFT TURN 241 DEG INBOUND.

FDC 0/1823 FI/T /AHN/ ATHENS MUNI ATHENS, GA. VOR RWY 2 AMDT 7 AND VOR RWY 27 AMDT 7 MSA 25 NM AHN VORTAC 2500 FEET.

#FDC 0/1894 FI/T /02J/ CRISP COUNTY-CORDELE, CORDELE, GA VOR/DME RWY 22 AMDT 5 SI MDA 1020 HAT 712 ALL CATS. SI AND CIRCLING VIS CAT C 2 MILE CAT D 2 1/4 MILE. RNAV RWY 9 AMDT 1 CIRCLING MDA CAT B 1060 HAA 752.

KENTUCKY

#FDC 0/1890 FI/T /SDF/ STANDIFORD FIELD LOUISVILLE, KY HI-ILS RWY 19 AMDT 1 SI-ILS VIS 2400 HAT 200 CAT C/D/E. SI-LOC VIS 6000 HAT 624 CAT C. VIS 1 1/2 MILE HAT 624 CAT D. VIS 1 3/4 MILE HAT 624 CAT E. SI-LOC LOC/VOR MINIMA VIS 2400 HAT 384 CAT C. VIS 4000 HAT 384 CAT D/E. SI-LOC LOC/VOR MINIMA CAT D/E VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM.

#FDC 0/1904 FI/P /SDF/ STANDIFORD FIELD LOUISVILLE KY. EFFECTIVE 21 OCT 80 ILS RWY 19 AMDT 2 SI-ILS VIS 2400 HAT 200 ALL CATS. SI-LOC VIS 2400 HAT 624 CAT A/B. VIS 6000 HAT 624 CAT C. VIS 1 1/2 MILE HAT 624 CAT D. SI-LOC LOC/VOR MINIMA VIS 2400 HAT 384 CAT A/B/C. VIS 4000 HAT 384 CAT D. DELETE NOTE AIR CARRIER LANDING VISIBILITY REDUCTION FOR LOCAL CONDITIONS NOT AUTHORIZED. ADD NOTE SI-LOC 19 LOC/VOR CAT D VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM. THIS IS AMDT 3. RADAR-1 AMDT 16 ASR 19 VIS 2400 HAT 404 CAT A/B. VIS 4000 HAT 404 CAT C. VIS 5000 HAT 404 CAT D/E. ADD NOTE CAT D S-19 INCREASED TO RVR 6000 FOR INOPERATIVE MALSR. THIS IS AMDT 17.

#FDC 0/1908 FI/P /CVG/ GREATER CINCINNATI INTL, COVINGTON, KY. ILS RWY 36 AMDT 28 GLIDE SLOPE ALT AT OM 2119, MM 1067, IM 948. TCH 54. THIS IS ILS RWY 36 AMDT 29. ILS RWY 18 AMDT 12 GLIDE SLOPE ALT AT OM 2092, MM 1092 GLIDE SLOPE ANGLE 2.80 DEG, TCH 58. THIS IS ILS RWY 18 AMDT 13.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

FDC 0/1771 FI/T /PIB/ PINE BELT REGIONAL LAUREL HATTIESBURG MS. ILS RWY 18 AMDT 2 SI ILS VIS ALL CATS 3/4 MILE SI LOC CAT A B 3/4 MILE CAT C 1 MILE CAT D 1 1/4 MILE.

#FDC 0/1840 FI/T /GPT/ GULFPORT-BILOXI REGIONAL/GULFPORT MS. NDB RWY 13 AMDT 7 MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI RWY 13 MDA 540/HAT 516 ALL CATS. A/B 1 MILE CAT C 1 1/2 MILE CAT D 1 3/4 MILE. ILS RWY 13 AMDT 8. SI ILS RWY 13 MINS NA. MAP 6.3 NM AFTER PASSING BAYOU LOM. DSTC FAF TO MAP AND THR 6.3 NM. SI LOC RWY 13 MDA 480/HAT 456 ALL CATS. VIS CAT A/B 1 MILE CAT C 1 1/4 MILE CAT D AND E 1 1/2 MILE. VOR RWY 13 /TAC/ AMDT 18 SI RWY 13 VIS CAT A/B 1 MILE CAT C 2 MILE CAT D 2 1/4 MILE CAT E 2 1/2 MILE. DME MINIMA SI RWY 13 VIS CATS A/B/C 1 MILE CAT D 1 1/4 MILE CAT E 1 1/2 MILE. RADAR-1 AMDT 2 SI RWY 13 VIS CATS A/B 1 MILE. CAT C 1 1/4 MILE CAT D AND E 1 1/2 MILE. IFR TAKEOFF MINIMUMS RWY 13 STANDARD.

NORTH CAROLINA

FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

FDC 0/1635 FI/T /RMT/ ROCKY MOUNT DOWNTOWN ROCKY MOUNT NC. VOR-A AMDT 10 AND VOR/DME-B AMDT 7 NA.

FDC 0/1789 FI/T /AVL/ ASHEVILLE MUNI, ASHEVILLE, NC. LOC RWY 16 AMDT 1 DSTC FAF TO MAP 5.1, MAP 5.1 AFTER PASSING IM LOM. TAKEOFF MINIMUMS RWY 34 600-1 OR STANDARD WITH A MIN CLIMB OF 400 FEET PER NM TO 2800.

#FDC 0/1850 FI/T /HKY/ HICKORY MUNI HICKORY NC. RWY 24 AMDT 1 NA. ILS RWY 24 AMDT 2 PROC TURN NA TERMINAL ROUTES SIBEL INT VAESE INT STANN INT TO HK LOM NA. ALTANTA ARTCC RADAR REQUIRED. TAKEOFF MINS FAR 135 RWY 24 STANDARD.

#FDC 0/1900 FI/T /CLT/ DOUGLAS MUNI, CHARLOTTE, NC. VOR RWY 5 AMDT 7 SI CAT A B MDA 1180 HAT 463 VIS 2400 CAT C MDA 1180 HAT 463 VIS 4000 CAT D MDA 1180 HAT 463 VIS 5000. ILS RWY 18R ORIG SI MINS NA. FAF SOPHE 7.1 DME CLT VORTAC.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

FDC 0/1716 FI/T /3A9/ SEVIER-GATLINBURG, SEVIERVILLE, TN. VOR/DME RWY 10 AMDT 1 CIRCLING TO RWY 28 AT NIGHT NA. IFR DEPARTURE RWY 10 AT NIGHT NA.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/617 FI/T /LAX/ LOS ANGELES INTERNATIONAL LOS ANGELES CA. ILS RWY 24L AMDT 12 SI ILS - 24L DH 552 FT HAT 432 FT VIS 5000 RVR ALL CATS. SI LOC - 24L MDA 620 FT/ HAT 500 FT VIS 5000 RVR CAT A/B/C MDA 620 FT/HAT 500 FT VIS 6000 RVR CAT D. ARBIE DME MINIMA SI LOC MDA 580 FT/HAT 460 FT VIS 5000 RVR ALL CATS. FOR INOPERATIVE ALS RWY 24R VIS 1 1/2 MILES CAT C 2 MILES CAT D.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1489 FI/T /ACV/ ARCATA, ARCATA-EUREKA CA. VOR RWY 13 AMDT 3 MINIMUM ALTITUDE BETWEEN YAGER INT AND KNEES INT 11000 FEET MSL.

FDC 0/1490 FI/T V-195 FORTUNA /FOT/ VORTAC TO RED BLUFF /RBL/ VORTAC. YAGER INT IDENTIFIED BY FOT VORTAC R-091 AND I-ACV LOCALIZER SE COURSE ONLY.

FDC 0/1620 FI/P /OAK/ METROPOLITAN OAKLAND INTL OAKLAND CA. NDB RWY 27R ORIG ILS RWY 27R AMDT 28 VOR/DME RWY 27L AMDT 9 MISSED APPROACH CLIMB TO 3000 VIA OAK R-313 TO PEERE INT AND HOLD. THIS IS NDB RWY 27R AMDT 1 ILS RWY 27R AMDT 29 VOR/DME RWY 27L AMDT 10.

FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8L AMDT 17, ILS RWY 26R AMDT 7 AND VOR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SETTINGS NOT AVAILABLE.

FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VOR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

FDC 0/1715 FI/P /FCS/ BUTTS AAF, FORT CARSON, CO. VOR RWY 31 ORIG, RADAR-1 AMDT 3. ADD PROCEDURAL DATA/NOTE; WHEN CONTROL ZONE NOT IN EFFECT USE COLORADO SPRINGS, CO ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET. THIS IS VOR RWY 31 AMDT 1 AND RADAR-1 AMDT 4.

#FDC 0/1874 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 AMDT 1 MISSED APPROACH CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 DIRECT COLLN LOM/INT AND HOLD SOUTHEAST RIGHT 328 INBOUND. THIS IS AMDT 2.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

FDC 0/1707 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG CHANGE TO VOR/DME OR TACAN-A ORIG. ADD CAT E CIRCLING MDA 5760/HAA 1520 VIS 3. CHANGE BVL R-067/5 TO BVL R-067/10. ADD ALTN MIN CAT E 1600-3. 15 NM PROC TURN AUTHORIZED CAT E. ADD TO MISSED *APPROACH; TACAN ONLY AIRCRAFT CONTINUE TO R-*067/10 DME AND HOLD NORTHEAST LEFT TURNS 247 INBOUND 5 NM LEGS.

NORTH CENTRAL

IOWA

FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

FDC 0/1791 FI/T /CCY/ CHARLES CITY MUNI, CHARLES CITY, IA. NDB RWY 12 AMDT 6 ALL SI AND CIRCLING MDAS 1740 FEET. SI AND CIRCLING VIS CAT C 1 3/4 MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, KS. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG: NOT AUTHORIZED. ILS RWY 17 ORIG; PROCEDURE TURN NOT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TO FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TO 3200 FEET DIRECT EWK NDB AND HOLD SOUTH. LEFT TURNS, 357 INBOUND.

FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RVAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1 1/4 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. *IFR TAKEOFF MINIMUS; RWY 3/16/21/34,* STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/**WORTHINGTON MUNI WORTHINGTON MN.** VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

#FDC 0/1851 FI/T /OWA/ OWATONNA MUNI OWATONNA MN. VOR/DME RWY 30 ORIG SI AND CIRCLING MDA 1700 FEET WITH LOCAL ALTM.

#FDC 0/1913 FI/T /BJI/ BEMIDJI MUNI, BEMIDJI, MN. VOR RWY 13 AMDT 12 MAP 4.9 DME. VDP 3.8 DME.

MISSOURI

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1291 FI/T /DMO/ SEDALIA MEMORIAL SEDALIA MO. NDB RWY 18 AMDT 4 NDB RWY 36 AMDT 5. TERMINAL ROUTE OCTAM INT TO DMO NDB ALTITUDE 2600 FEET. MSA 25 NMR DMO NDB 2700 FEET.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 - 126.2.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/997 FI/T /DVL/ DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 4 VOR RWY 31 AMDT 1. ADD NOTE ACTIVATE MIRL AND REIL RWY 13-31 - 122.8.

FDC 0/1836 FI/P /FAR/ HECTOR FIELD FARGO ND. VOR RWY 35 AMDT 9 CORRECT US GOVT CHART AL-144/ CAT C CIRCLING VIS 1 3/4 MILE.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

#FDC 1849 FI/P /PIR/ PIERRE MUNI PIERRE SD. CORRECT US GOVT CHART/AL-324/NORTH CENTRAL VOLUME 1 EFFECTIVE 2 OCT 1980 BY CANCELLING VORTAC RWY 7 AMDT 1.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

FDC [illegible]83 FI/P /RDM/ VORTAC, REDMOND, OR. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC /IMB/, 13,000; V-269 FROM WILDHORSE, OR VORTAC /ILR/ TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC /LKV/ TO RDM, 11,000: V-25 FROM OCTAD TO RDM, 12,000 N AND S BOUND: V-121 FROM IVDAS TO RDM, 14,000: V121N/V-536 FROM MANTE TO RDM, 12,000: V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENT IS NOT AUTHORIZED: V-536 FROM RDM TO RENCE. ROMES INT IS CANCELLED. RENCE INT IS REDESCRIBED IMB R-298/27 AND PDT R-210/67.

FDC 0/1935 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR-A, AMDT 3, AND VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT

MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/912 TEMPORARY FLIGHT RESTRICTIONS ARE ESTABLISHED AND IN EFFECT FOR 3 STATUTE MILE RADIUS OF /THE CREST OF MOUNT ST. HELENS/ PORTLAND OR. /PDX/ 012 DEGREE RADIAL AT 32 NAUTICAL MILES SURFACE TO FL600. AND 10 STATUTE MILE RADIUS SURFACE TO FL200. PROVISIONS OF FAR 91.91 APPLY. PORTLAND OR. /PDX/ AND SEATTLE WA. /SEA ARE COORDINATING FLIGHT SERVICE STATIONS. AIRCRAFT ON OFFICIAL BUSINESS AND/OR CARRYING ACCREDITED NEWS MEDIA SHALL FILE A FLIGHT PLAN AS SPECIFIED IN FAR 91.91 WITH PORTLAND OR. OR SEATTLE WA. FLIGHT SERVICE STATIONS. AIRCRAFT PILOTS WILL BE BRIEFED BY THE FLIGHT SERVICE STATIONS OF THE PROPER FREQUENCY TO CONTACT SEATTLE CENTER. ALL AIRCRAFT MUST RECEIVE ENTRY AUTHORIZATION INTO THE RESTRICTED AREAS FROM SEATTLE CENTER. EXIT REPORTS ARE MANDATORY.

FLIGHTS OPERATING IN THE MOUNT ST.HELENS AREA MAY EXPECT RADAR FLIGHT FOLLOWING AND ADVISORY SERVICE FROM SEATTLE CENTER WITHIN RADIO/RADAR CAPABILITIES. THE U.S. FOREST SERVICE HAS ONGOING FIXED WING AND ROTARY AIRCRAFT OPERATIONS FROM THE SURFACE TO 3000 FT ABOVE GROUND LEVEL IN THIS AIRSPACE.

AIRCRAFT OPERATING WITHIN THIS AIRSPACE MUST EXERCISE EXTREME CAUTION. SEATTLE CENTER MAY INSTRUCT AIRCRAFT TO AVOID AIRSPACE IN USE BY THE U.S. FOREST SERVICE. EXPECT POSSIBLE DELAYS TO ENTER THE AREA. SEATTLE CENTER AUTHORIZATION TO ENTER THE FLIGHT RESTRICTED AREA DOES NOT CONSTITUTE APPROVAL TO LAND. THIS APPROVAL IS SUBJECT TO APPROPRIATE FEDERAL, STATE, AND COUNTY AUTHORITY.

FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1543 FI/T /NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON. IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

FDC 0/1569 FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA. ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

FDC 0/1653 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1689 FI/T /OMK/ OMAK, OMAK. WA. NDB/A AMDT 1 NA.

FDC 0/1833 FI/T /PWT/ KITSAP COUNTY BREMERTON, WA. NDB RWY 1 AMDT 10 TERMINAL ROUTES LOFAL TO PWT NDB 3400 FEET SEA VORTAC TO PWT NDB 3400 FEET CARRO TO PWT NDB 3400 FEET. MISSED APPROACH ALT CLIMB TO 3400 FEET. ILS RWY 19 AMDT 7 TERMINAL ROUTES SEA VORTAC TO CHECO INT/OUTER MARKER 3400 FEET CARRO TO CAN NDB 3400 FEET CAN NDB TO CHECO INT/OUTER MARKER 3400 FEET. MAINTAIN 3400 FEET UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN LOC BC RWY 1 AMDT 2. TERMINAL ROUTE LOFAL TO CAN NDB 3400 FEET. RNAV RWY 1 AMDT 4 GLIDE SLOPE COMPUTER SETTING 2.85 DEGREES. INITIAL ROUTE ARGOT WPT TO SPEND WPT 8.4 NM.

#FDC 0/1856 FI/T KITSAP COUNTY, BREMERTON, WA. /PWT/, LOC BC RWY 1, AMDT 2, NOT AUTHORIZED.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/ NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

FDC 0/1681 FI/T /VDZ/ VALDEZ NO 2 VALDEZ AK. LDA/DME-C ORIG. ORIG PROC NA BETWEEN 0100Z-1700Z.

FDC 0/1692 FI/T /BRW/ WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. NDB RWY 6 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 29/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. NDB RWY 24 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 28/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. DISTANCE FAF TO THRESHOLD 2.1 MILES.

#FDC 0/1926 FI/P ANCHORAGE ALASKA. 1) V440 ANCHORAGE VOR/DME TO MDO VOR/DME CHANGEOVER POINT ANC R105/60 NM MDO R288/95 NM. 2) NOWEL DME INT MDO R288/94 DME. 3) PUNTI VHF INT MRA 13000.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

FDC 0/1793 FI/P /OGG/ KAHULUI, KAHULUI, HI. VOR RWY 20 AMDT 7, VOR/DME OR TACAN-A AMDT 1, LOC/DME/BC/RWY 20 AMDT 5, VOR RWY 2/TAC/AMDT 4, VOR/DME OR TACAN RWY 20 AMDT 2, ILS RWY 2 AMDT 15, NDB RWY 20 AMDT 4 DELETE ASR FROM NOTES. THIS IS VOR RWY 20 AMDT 8, VOR/DME OR TACAN-A AMDT 2, LOC/DME/BC RWY 20 AMDT 6, VOR RWY 2/TAC/AMDT 5, VOR/DME OR TACAN RWY 20 AMDT 3, ILS RWY 2 AMDT 16 AND NDB RWY 20 AMDT 5.

PUERTO RICO

FDC 0/1684 FI/T /SJU/ PUERTO RICO INTERNATIONAL SAN JUAN PUERTO RICO. ILS BC RWY 25 AMDT 6 NA.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

#FDC 0/1930 OMEGA STATION TRINIDAD TEMPORARY OMEGA STATION G TRINIDAD WILL TERMINATE OPERATIONS AT 312400Z DECEMBER 1980. THE G SEGMENT WILL BE REPLACED BY OMEGA STATION AUSTRALIA IN MID 1981.

Additional Weather Products for the Computer Generated Voice Response System (VRS) Public Demonstration

The Alert Weather Watch (AWW) and Convective SIGMET (WST) reports have been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the two additional weather products will be distributed in the near future.

System Description

The system now provides a total of five preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, and Convective SIGMETS. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety. Since the present system only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired. Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello", Greenwich Time is now 1831.
S—"Enter Location Identifier".
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA", "INDIA", "TANGO"; "Enter next location"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA"; "LIMA", "GOLF"; "Enter next location"
P—# # (If no additional entries, enter # #

S—"Alert Weather Watch, none in effect. Do you want Convective SIGMETs? answer yes or no"

P—Y; # #

S—"For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms moving from two-seven-zero at five knots, maximum tops to level three-three thousand feet. Forecast to time two-three-five-five Greenwich, line will continue moving eastward at five knots. Hail to diameter one inch possible"

NOTE: The preceding system dialogue will vary considerably due to many combinations possible in AWW and WST reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S—"Do you want hourly surface observations, answer yes or no?"

P—Y; # #

S—reads hourlys for PIT and ILG

S—"Do you Want Terminal Forecasts, answer yes or no?"

P—Y; # #

S—reads forecasts for PIT and ILG

S—"Do you want Winds Aloft Forecasts, answer yes or no?"

P—Y; # #

S—"How many hours from now? maximum is 30"

P—6; # #

S—"Six"

S—"At what altitude?"

P—85; # # (or 8500; # #)

S—"eight five"

S—reads winds aloft at requested altitude, +4000 feet and −4000 feet for each location.

S—"Do you want more information, answer yes or no?"

P—Y; # #

S—"Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

EXAM-O-GRAMS

EXAM-O-GRAMS ARE PREPARED ON SUBJECTS WHICH PROVE PARTICULARLY TROUBLESOME TO APPLICANTS IN WRITTEN TESTS. THEY PROVIDE INFORMATION ON ITEMS WHICH ARE OPERATIONALLY IMPORTANT BUT COMMONLY MISUNDERSTOOD.

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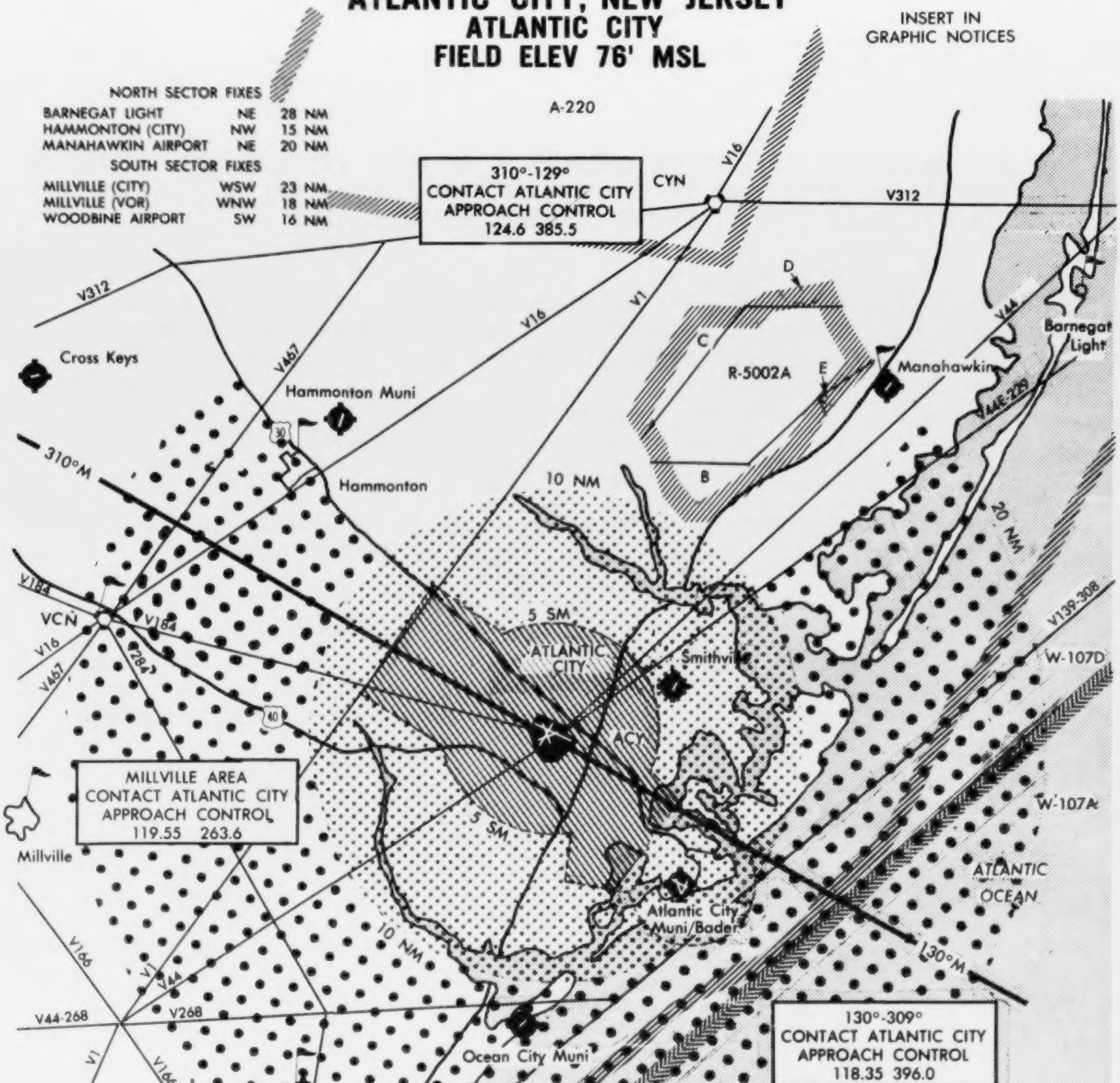
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY
FIELD ELEV 76' MSL

INSERT IN
GRAPHIC NOTICES


NORTH SECTOR FIXES
BARNEGAT LIGHT NE 28 NM
HAMMONTON (CITY) NW 15 NM
MANAHAWKIN AIRPORT NE 20 NM
SOUTH SECTOR FIXES
MILLVILLE (CITY) WSW 23 NM
MILLVILLE (VOR) WNW 18 NM
WOODBINE AIRPORT SW 16 NM
A-220
310°-129°
CONTACT ATLANTIC CITY
APPROACH CONTROL
124.6 385.5
CYN
V16
V312
V1
D
C
R-5002A
E
B
V44
Barnegat Light
Manahawkin
V44E-229
V312
Cross Keys
V16
V467
Hammonton Muni
30
Hammonton
310°M
10 NM
20 NM
V184
VCN
V184
V16
V467
V284
40
5 SM
ATLANTIC CITY
Smithville
ACY
V139-308
W-107D
W-107A
MILLVILLE AREA
CONTACT ATLANTIC CITY
APPROACH CONTROL
119.55 263.6
Millville
5 SM
10 NM
Atlantic City Muni/Bader
ATLANTIC OCEAN
130°M
V166
V1
V44
V44-268
V268
V1
V166
Ocean City Muni
130°-309°
CONTACT ATLANTIC CITY
APPROACH CONTROL
118.35 396.0
Woodbine Muni
20 NM
ATLANTIC CITY/NAFEC
STAGE THREE DEPARTURES
ADVISE GROUND CONTROL
ON 121.9 OF DESTINATION
AND ALTITUDE
OFFSHORE
CONTACT ATLANTIC CITY
APPROACH CONTROL
133.6 263.6
LEGEND
VFR CHECK POINT
▨ SURFACE TO 5000' MSL WITHIN CONTROL ZONE
░ 1500' TO 5000' MSL
● 2000' TO 5000' MSL

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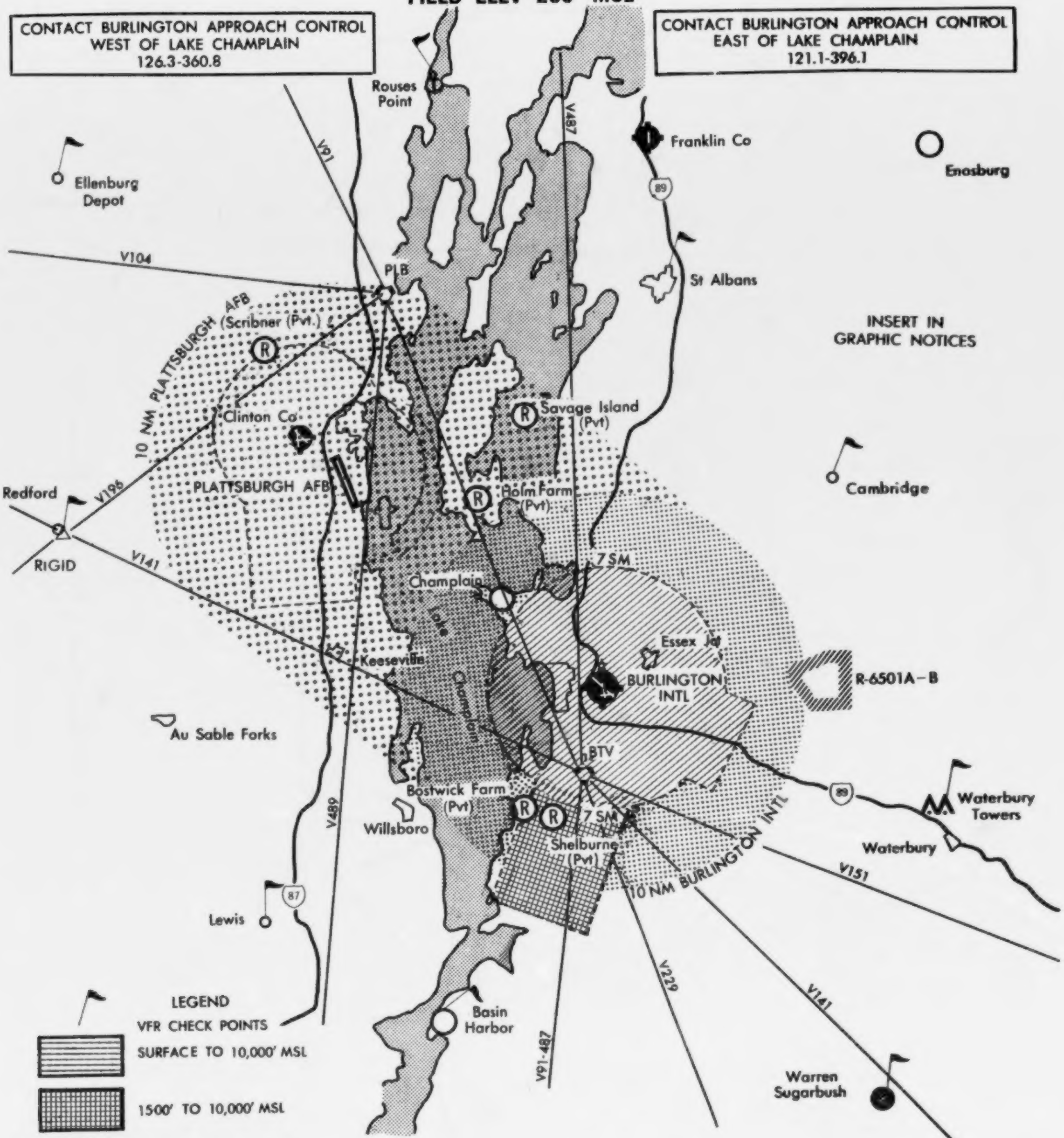
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

BURLINGTON, VERMONT

BURLINGTON INTL
FIELD ELEV 335' MSL

PLATTSBURGH AFB
FIELD ELEV 235' MSL


CONTACT BURLINGTON APPROACH CONTROL
WEST OF LAKE CHAMPLAIN
126.3-360.8

CONTACT BURLINGTON APPROACH CONTROL
EAST OF LAKE CHAMPLAIN
121.1-396.1

INSERT IN
GRAPHIC NOTICES

Rouses Point
V91
V487
Franklin Co
89
Enosburg
Ellenburg Depot
V104
PLB
St Albans
10 NM PLATTSBURGH AFB
(Scribner (Pvt.)
R
Savage Island (Pvt)
Clinton Co
Cambridge
Redford
V196
PLATTSBURGH AFB
Holm Farm (Pvt)
RIGID
V141
7 SM
Champlain
Essex Jct
Keeseville
Lake Champlain
R-6501A-B
BURLINGTON INTL
Au Sable Forks
BTV
Bostwick Farm (Pvt)
V489
7 SM
Willsboro
Shelburne (Pvt)
10 NM BURLINGTON INTL
Waterbury Towers
Waterbury
V151
87
Lewis
V229
V141
Basin Harbor
V91-487
Warren Sugarbush
LEGEND
VFR CHECK POINTS
▤ SURFACE TO 10,000' MSL
▦ 1500' TO 10,000' MSL
▒ 2000' TO 10,000' MSL
░ 3000 TO 10,000' MSL

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TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

OMAHA, NEBRASKA

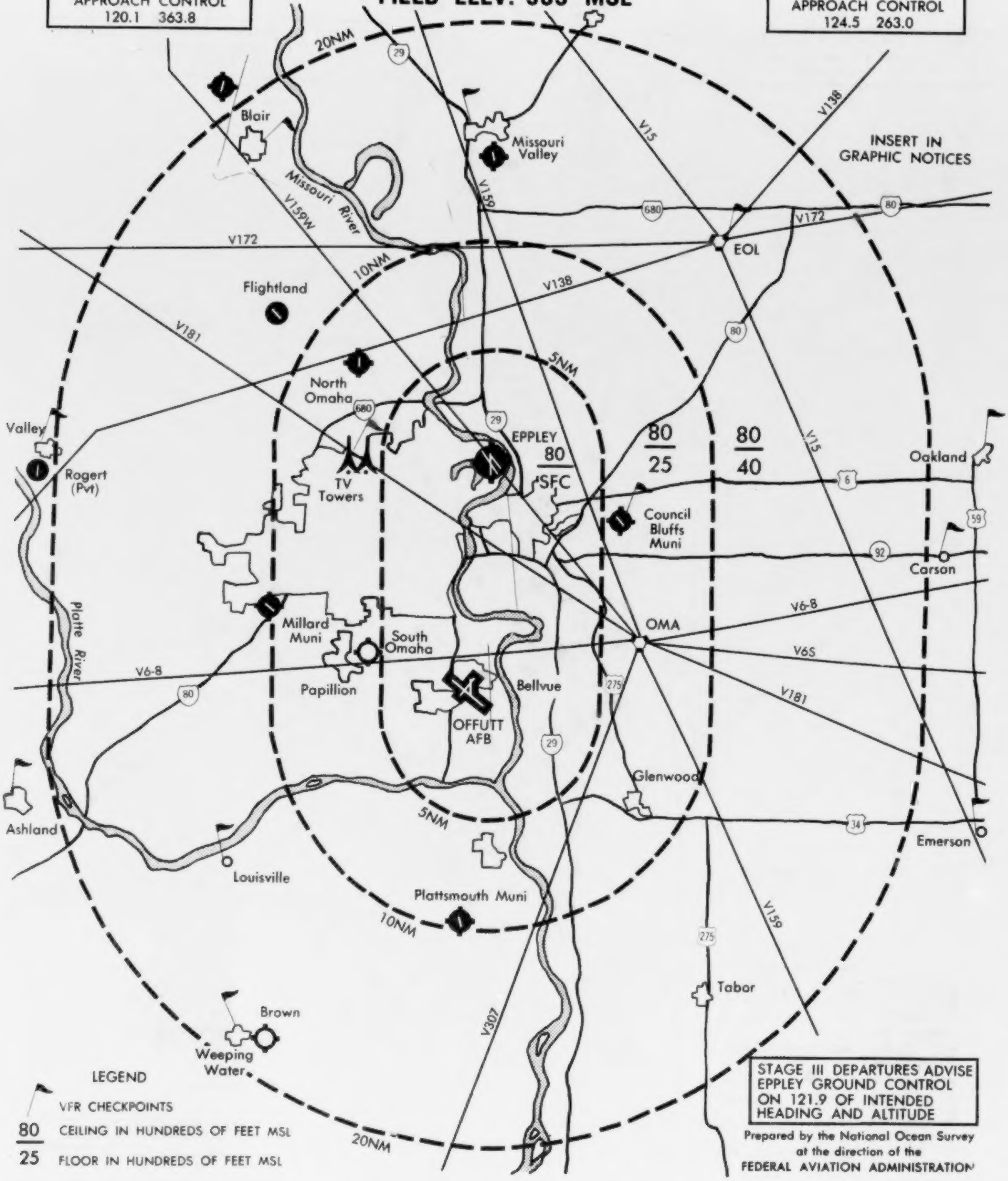
OFFUTT AFB   EPPLEY AIRFIELD
FIELD ELEV. 1048' MSL

FIELD ELEV. 983' MSL

WEST OF MISSOURI RIVER
CONTACT OMAHA
APPROACH CONTROL
120.1   363.8

EAST OF MISSOURI RIVER
CONTACT OMAHA
APPROACH CONTROL
124.5   263.0

INSERT IN
GRAPHIC NOTICES


20NM
29
Blair
Missouri Valley
Missouri River
V159W
V159
V15
V138
680
80
V172
EOL
10NM
Flightland
V138
V181
5NM
North Omaha
680
29
EPPLEY
80
SFC
80
25
80
40
Valley
Rogert (Pvt)
TV Towers
Oakland
6
Council Bluffs Muni
59
92
Carson
V6-8
OMA
Platte River
Millard Muni
South Omaha
V6S
V6-8
80
Papillion
Bellvue
275
V181
OFFUTT AFB
29
Glenwood
Ashland
5NM
34
Emerson
Louisville
Plattsmouth Muni
10NM
275
V159
Tabor
Brown
V307
Weeping Water
20NM

LEGEND

VFR CHECKPOINTS

80 CEILING IN HUNDREDS OF FEET MSL

25 FLOOR IN HUNDREDS OF FEET MSL

STAGE III DEPARTURES ADVISE
EPPLEY GROUND CONTROL
ON 121.9 OF INTENDED
HEADING AND ALTITUDE

Prepared by the National Ocean Survey
at the direction of the
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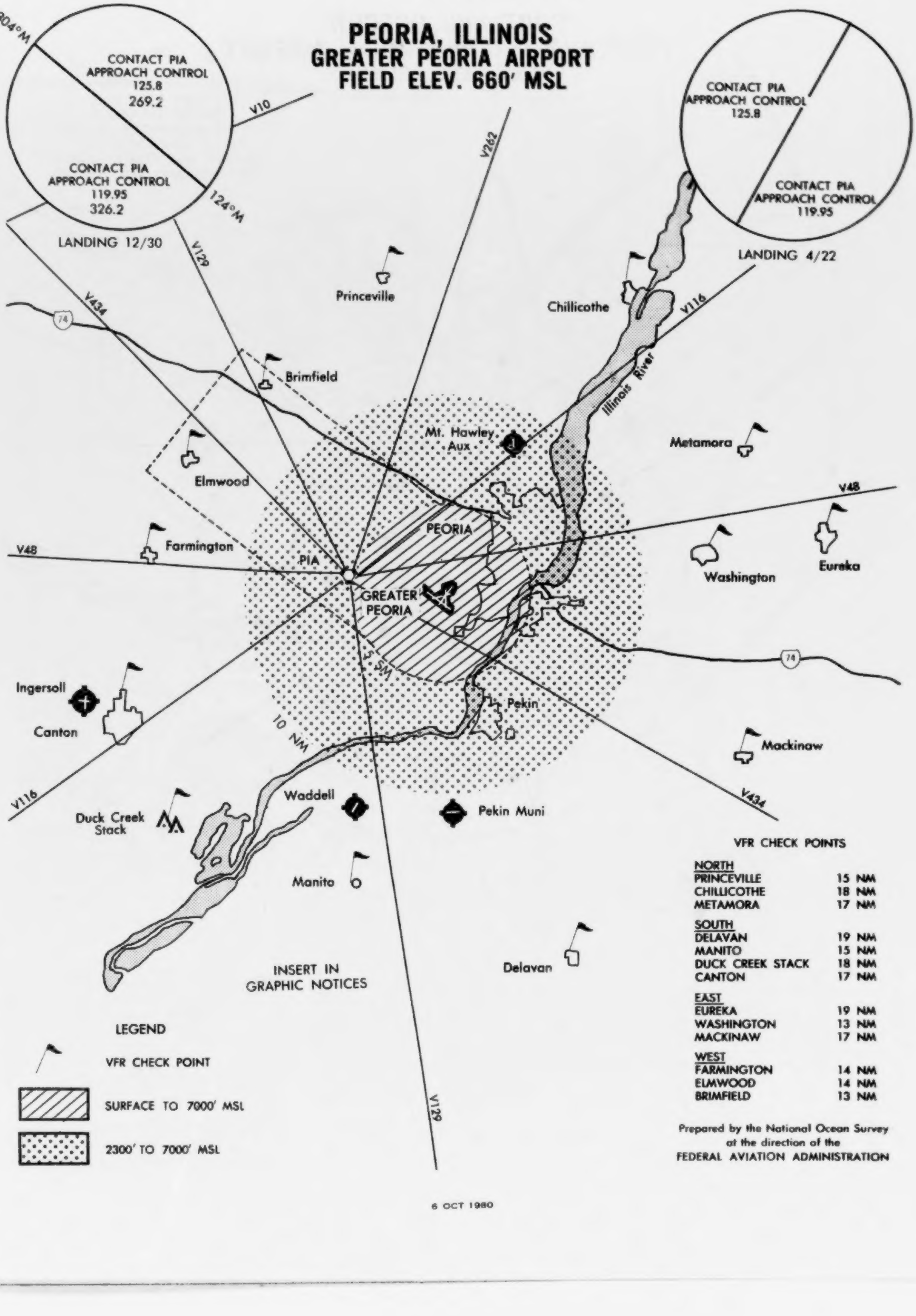
6 OCT 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

PEORIA, ILLINOIS
GREATER PEORIA AIRPORT
FIELD ELEV. 660′ MSL


304°M
CONTACT PIA APPROACH CONTROL 125.8 269.2
CONTACT PIA APPROACH CONTROL 119.95 326.2
124°M
LANDING 12/30
CONTACT PIA APPROACH CONTROL 125.8
CONTACT PIA APPROACH CONTROL 119.95
LANDING 4/22
V10
V262
V129
V434
74
Princeville
Chillicothe
V116
Illinois River
Brimfield
Mt. Hawley Aux
Metamora
Elmwood
V48
PEORIA
Washington
Eureka
Farmington
PIA
GREATER PEORIA
5 SM
74
Ingersoll
Canton
Pekin
10 NM
Mackinaw
V116
Waddell
Pekin Muni
V434
Duck Creek Stack
Manito
Delavan
V129

INSERT IN GRAPHIC NOTICES

LEGEND

VFR CHECK POINT

▨ SURFACE TO 7000′ MSL

░ 2300′ TO 7000′ MSL

VFR CHECK POINTS

NORTH	
PRINCEVILLE	15 NM
CHILLICOTHE	18 NM
METAMORA	17 NM
SOUTH	
DELAVAN	19 NM
MANITO	15 NM
DUCK CREEK STACK	18 NM
CANTON	17 NM
EAST	
EUREKA	19 NM
WASHINGTON	13 NM
MACKINAW	17 NM
WEST	
FARMINGTON	14 NM
ELMWOOD	14 NM
BRIMFIELD	13 NM

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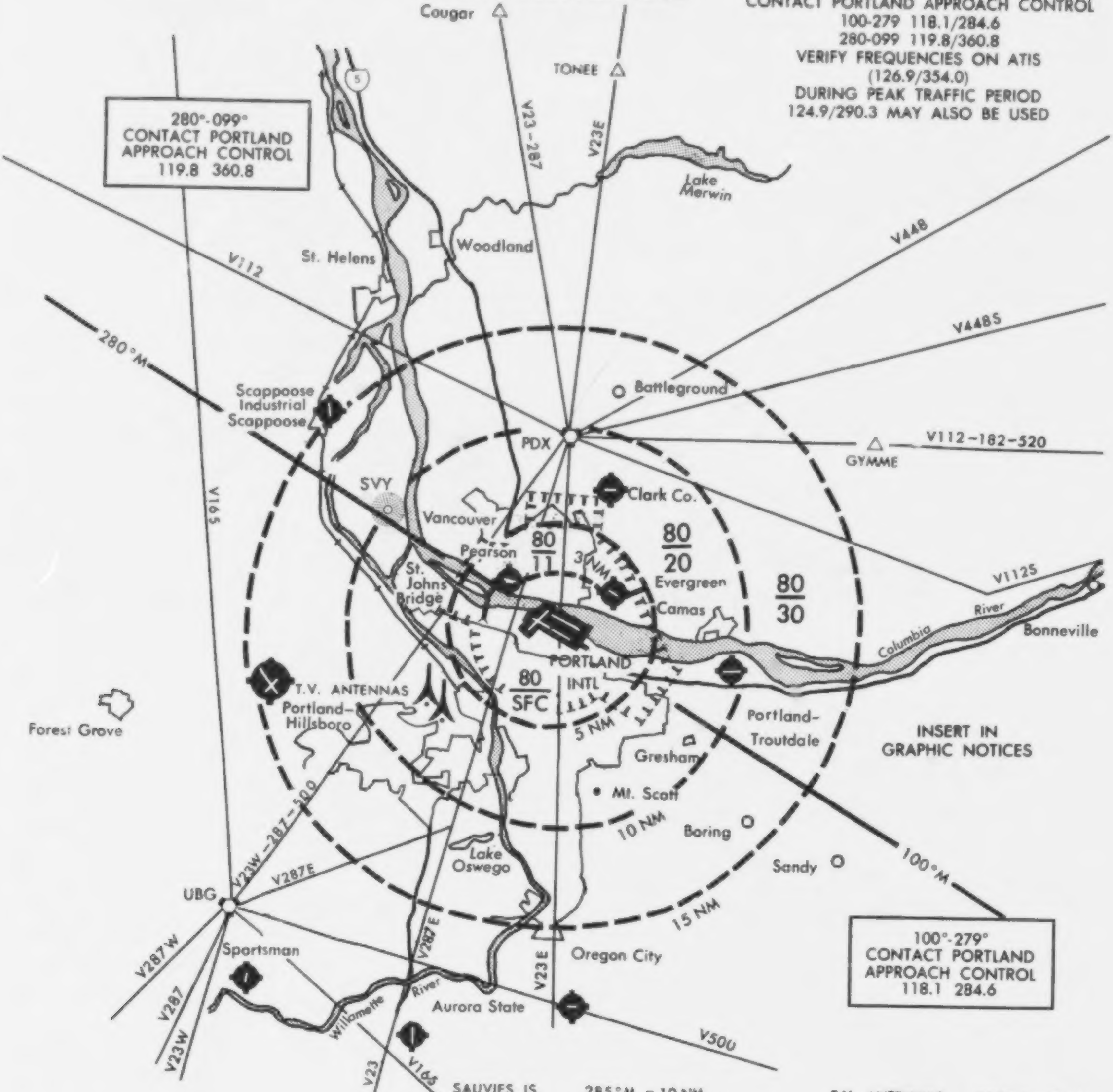
6 OCT 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

PORTLAND, OREGON
PORTLAND INTERNATIONAL AIRPORT
FIELD ELEV. 26' MSL

CONTACT PORTLAND APPROACH CONTROL
100-279 118.1/284.6
280-099 119.8/360.8
VERIFY FREQUENCIES ON ATIS
(126.9/354.0)
DURING PEAK TRAFFIC PERIOD
124.9/290.3 MAY ALSO BE USED


Cougar
TONEE
5
V23-287
V23E
280°-099°
CONTACT PORTLAND
APPROACH CONTROL
119.8 360.8
Lake Merwin
V448
V448S
Woodland
St. Helens
V112
280°M
Battleground
Scappoose Industrial
Scappoose
PDX
GYMME
V112-182-520
SVY
V165
Clark Co.
Vancouver
Pearson
80
11
80
20
80
30
3 NM
St. Johns Bridge
Evergreen
Camas
V112S
River
Columbia
Bonneville
PORTLAND INTL
80
SFC
T.V. ANTENNAS
Portland-Hillsboro
Forest Grove
5 NM
Portland-Troutdale
Gresham
Mt. Scott
10 NM
Boring
Sandy
100°M
V23W-287-500
Lake Oswego
V287E
UBG
V287E
15 NM
V287W
Sportsman
V23E
Oregon City
100°-279°
CONTACT PORTLAND
APPROACH CONTROL
118.1 284.6
V287
V23W
Willamette
River
Aurora State
V500
V23
V165

INSERT IN
GRAPHIC NOTICES

SAUVIES IS.	285°M - 10 NM
SCAPPOOSE	290°M - 15 NM
ST. HELENS	310°M - 18 NM
WOODLAND	322°M - 20 NM
COUGAR	332°M - 30 NM
TONEE	344°M - 28 NM
SCHOLLS	003°M - 7 NM
GYMME	037°M - 18 NM
BONNEVILLE	063°M - 28 NM
CAMAS	072°M - 9 NM
TROUTDALE	084°M - 9 NM
BATTLEGROUND	355°M - 12 NM
LAKE MERWIN	355°M - 24 NM

T.V. ANTENNAS	205°M - 7 NM
NEWBURG	205°M - 21 NM
HILLSBORO	235°M - 15 NM
FOREST GROVE	235°M - 22 NM
ST JOHNS BRIDGE	240°M - 7 NM
GRESHAM	108°M - 9 NM
SANDY	108°M - 19 NM
BORING	113°M - 14 NM
MT SCOTT	140°M - 9 NM
OREGON CITY	155°M - 15 NM
LAKE OSWEGO	175°M - 11 NM
AURORA	175°M - 22 NM

LEGEND

80	CEILING IN HUNDREDS OF FEET MSL
20	FLOOR IN HUNDREDS OF FEET MSL

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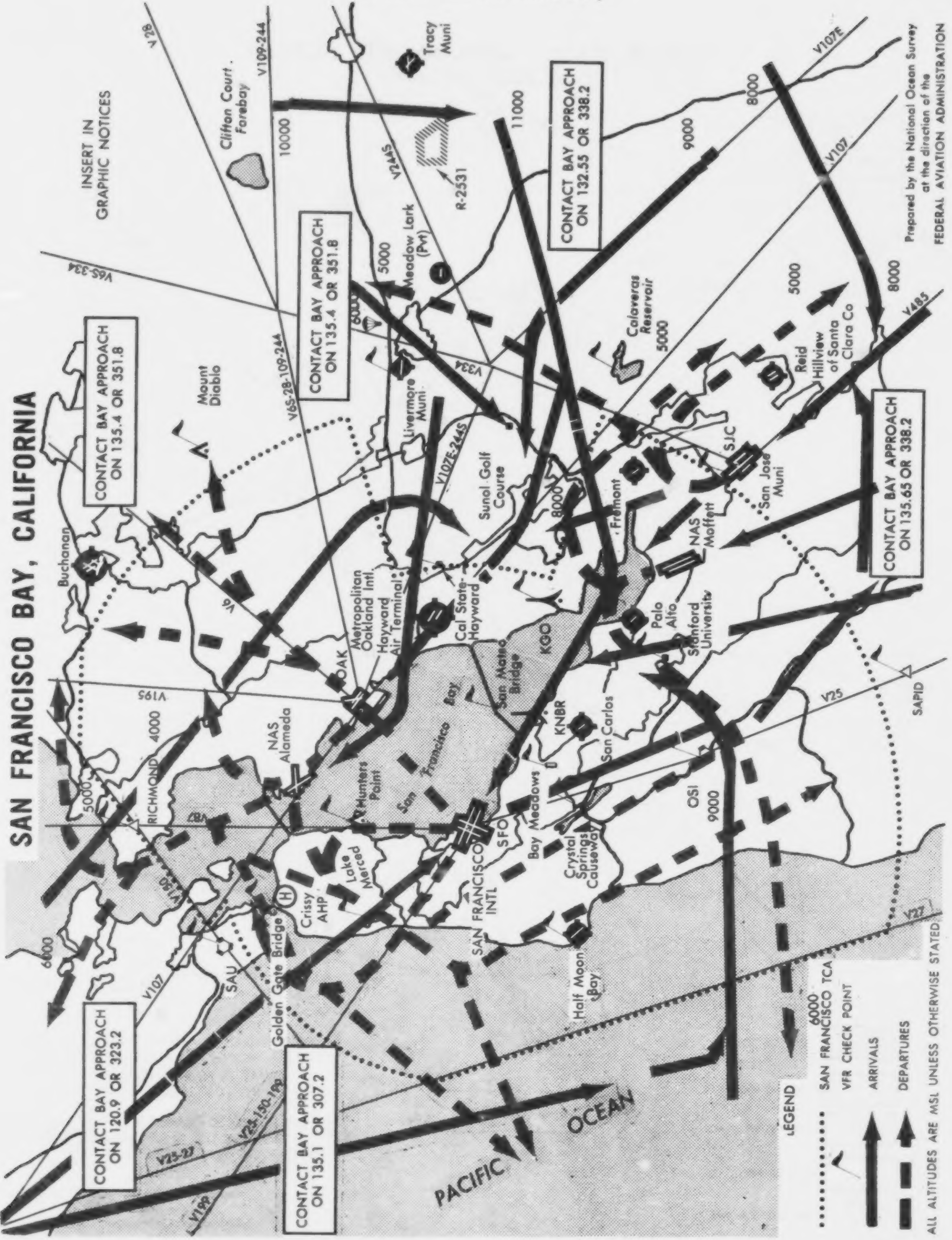
6 OCT 1980

TERMINAL AREA GRAPHIC NOTICE

(NOT TO BE USED FOR NAVIGATION)

SAN FRANCISCO BAY, CALIFORNIA


INSERT IN GRAPHIC NOTICES
CONTACT BAY APPROACH ON 135.4 OR 351.8
CONTACT BAY APPROACH ON 135.4 OR 351.8
CONTACT BAY APPROACH ON 132.55 OR 338.2
CONTACT BAY APPROACH ON 135.65 OR 338.2
CONTACT BAY APPROACH ON 120.9 OR 323.2
CONTACT BAY APPROACH ON 135.1 OR 307.2
Clifton Court Forebay
Tracy Muni
Meadow Lark (Pvt)
Livermore Muni.
Mount Diablo
Buchanan
Metropolitan Oakland Intl.
Hayward Air Terminal
Cal State-Hayward
Sunol Golf Course
Calaveras Reservoir
Fremont
NAS Moffett
San Jose Muni
SJC
Reid Hillview of Santa Clara Co
Palo Alto
Stanford University
KGO
San Mateo Bridge
San Francisco Bay
KNBR
San Carlos
OAK
NAS Alameda
RICHMOND
Hunters Point
Lake Merced
Crissy AHP
Golden Gate Bridge
SAU
SAN FRANCISCO INTL
SFO
Bay Meadows
Crystal Springs Causeway
Half Moon Bay
OSI
SAPID
PACIFIC OCEAN
R-2531
V28
V109-244
V6S-334
V6S-28-109-244
V244S
V334
V107E-244S
V107E
V107
V485
V195
V6
V87
V108
V107
V25-27
V25-150-108
V199
V25
V27
10000
11000
9000
8000
5000
8000
8000
6000
5000
5000
4000
5000
6000
9000
6000
LEGEND
SAN FRANCISCO TCA
VFR CHECK POINT
ARRIVALS
DEPARTURES
ALL ALTITUDES ARE MSL UNLESS OTHERWISE STATED

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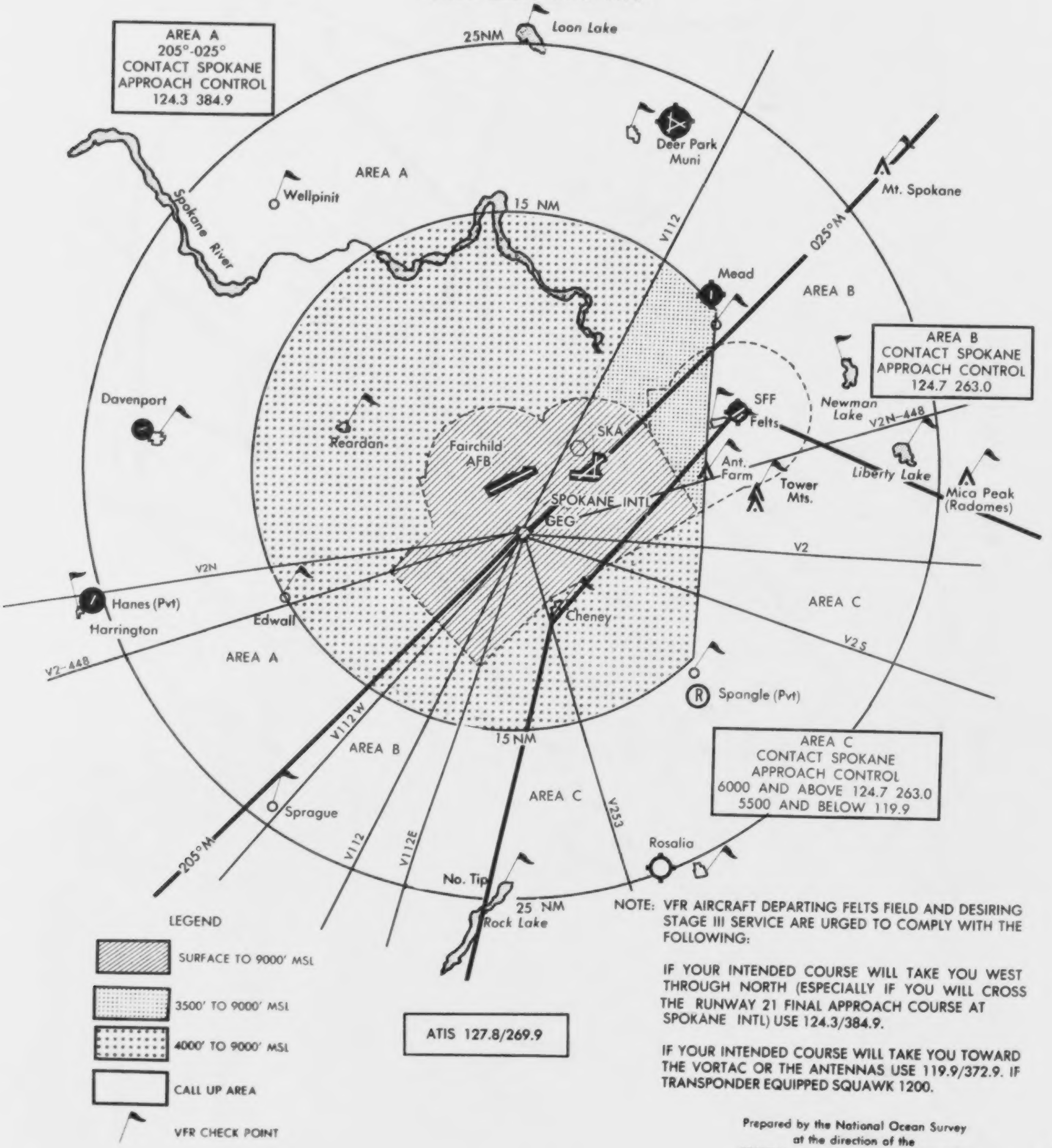
TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SPOKANE, WASH., SPOKANE INTL AIRPORT
FIELD ELEV. 2372′ MSL


AREA A
205°-025°
CONTACT SPOKANE
APPROACH CONTROL
124.3 384.9
25NM
Loon Lake
Deer Park
Muni
AREA A
Wellpinit
Spokane River
Mt. Spokane
025°M
15 NM
V112
Mead
AREA B
AREA B
CONTACT SPOKANE
APPROACH CONTROL
124.7 263.0
Davenport
Reardan
Fairchild
AFB
SKA
SFF
Felts
Newman
Lake
V2N-448
Liberty Lake
Ant.
Farm
Tower
Mts.
Mica Peak
(Radomes)
SPOKANE INTL
GEG
V2
V2N
Hanes (Pvt)
Harrington
Edwall
AREA C
Cheney
V2S
V2-448
AREA A
Spangle (Pvt)
V112W
AREA B
15 NM
AREA C
CONTACT SPOKANE
APPROACH CONTROL
6000 AND ABOVE 124.7 263.0
5500 AND BELOW 119.9
Sprague
AREA C
V253
V112
V112E
Rosalia
205°M
No. Tip
25 NM
Rock Lake
LEGEND
SURFACE TO 9000′ MSL
3500′ TO 9000′ MSL
4000′ TO 9000′ MSL
CALL UP AREA
VFR CHECK POINT
ATIS 127.8/269.9

NOTE: VFR AIRCRAFT DEPARTING FELTS FIELD AND DESIRING STAGE III SERVICE ARE URGED TO COMPLY WITH THE FOLLOWING:

IF YOUR INTENDED COURSE WILL TAKE YOU WEST THROUGH NORTH (ESPECIALLY IF YOU WILL CROSS THE RUNWAY 21 FINAL APPROACH COURSE AT SPOKANE INTL) USE 124.3/384.9.

IF YOUR INTENDED COURSE WILL TAKE YOU TOWARD THE VORTAC OR THE ANTENNAS USE 119.9/372.9. IF TRANSPONDER EQUIPPED SQUAWK 1200.

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ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wkday	weekday
wkend	weekend
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time

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CLASS TWO NOTAMS

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

November 27, 1980

Next Issue
December 11, 1980

VOICE RESPONSE SYSTEM
See page Special—1, 2, 3
GREENSBORO TRSA
See page Special—4
LAKE CHARLES TRSA
See page Special—5
LANSING TRSA
See page Special—6
LONG ISLAND TRSA
See page Special—7
LUBBOCK TRSA
See page Special—8

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A	
/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway
B	
BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond
C	
cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
crs	course
ctc	contact
CTLZ	Control Zone
D	
D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible distance measuring equipment
dsplcd	displaced
dstc	distance
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule
E	
E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except
F	
FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet
G	
govt	government
GS	glide slope
GWT	gross weight
H	
HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway
I	
IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
inop	inoperative
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System
J	
J-bar	jet runway barrier
K	
kHz	kilohertz
L	
L	left (used only to designate rwys) eg rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet
M	
MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MAC	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal
N	
N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required
O	
obstn	obstruction
ODALS	Omnidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun
P	
PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure
Q	
quad	quadrant
R	
R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF OCTOBER 30, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

EFAS OUTLETS
LAS EFAS MT POTOSI OUTLET FL 180/ABOVE 134.825.
OAK EFAS ANGELES CAMP OUTLET FL 180/ABOVE 134.825.
PHX EFAS HUMBOLT MOUNTAIN OUTLET FL 180/ABOVE 134.825.

ALABAMA

GREENVILLE MUNI ARPT: Arpt Clsd indef. (11/80)
MONROEVILLE COUNTY ARPT: Thr lgts Rwy 03 OTS until 12/1. (10/80)
SELMA: VOR "CAQ" OTS until 1/15/81. (11/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

DOUGLAS: VORTAC "DUG" unmonitored and w/o voice when FSS clsd. (11/80) FSS hrs 0530-2100 until 1/4/81. (11/80) CTLZ hrs are 0530-2100. (11/80)

ARKANSAS

ALMYRA MUNI ARPT: Unicom freq 123.0. (11/80)
BATESVILLE REGIONAL ARPT: Thr Rwy 17 dsplcd 224 ft. (11/80)
HOT SPRINGS MEMORIAL FIELD ARPT: Rwy lgts Rwy 14-32 OTS until Jan 1981. (11/80)
LITTLE ROCK ADAMS FIELD: Rwy 04-22 7172 ft by 150 ft. (11/80) **Thr Rwy 04 dsplcd 312 ft. (11/80)**
POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80)
STUTTGARD MUNI ARPT: Rwy 14-32 Clsd indefly. (11/80)

CALIFORNIA

ARCATA: Rwy 01-19 Rwy lgts OTS indef. VASI Rwy 01 OTS indef. (10/80)
LIVERMORE: 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80) **Rwy 25 VASI OTS 12/1 thru 12/12. (11/80)**
LOS ANGELES INTL: Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MARIPOSA-YOSEMITE ARPT: Unicom freq 122.7. (11/80)

MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)

MONTAGUE SISKIYOU COUNTY ARPT: RAIL Rwy 17-35 OTS indef. (10/80)

OAKDALE ARPT; Rwy 10-28 3020 ft by 66 ft. (11/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 12/15. (10/80) Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Arpt Clsd B747/L500/C5A until 12/15. No Tkof or lndg 2330-0630 excp lndg acft certd or flown in conformance with FAR 36 not exceeding 104 EPNdB at Tkof Ref point. Sked ACR dep or arr dlas pmtd until 2345. No tkof or lndg 2200-2330 and 0630-0700 excp acft not exceeding 104 EPNdB per FAR 36/AC 36-2A tkof M/Est EPNdB and AC 36-1B tkof meas EPNdB acft exceeding 104 EPNdB tkof and lndg dlas until 2215 and early arr after 0645 pmtd. (11/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

WOODLAND-WATTS ARPT: Rwy 18-36 3770 ft by 60 ft. Thr Rwy 18 dsplcd 630 ft. Thr Rwy 36 dsplcd 385 ft. (11/80)

COLORADO

DENVER STAPLETON INTL ARPT: Rwy 17C-35C clsd permly. Rwy 07-25 4864 ft by 75 ft. (11/80)

HUGO: VORTAC "HGO: unmonitored and w/o voice when La Junta FSS clsd. (11/80)

LA JUNTA: NDB "LHK" unmonitored when FSS clsd. (11/80) FSS hrs of operation 0600-2200;ctc Trinidad FSS other hours. (11/80)

LAMAR: VORTAC "LAA" unmonitored and w/o voice when La Juanta FSS clsd. (11/80)

PUEBLO MEMORIAL ARPT: Rwy 12-30 Clsd ngts UFN. (10/80)

CONNECTICUT

GROTON/NEW LONDON ARPT: Rwy 05-23 DT-WGT 200,000 lbs. (11/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Lgtd crane 275 ft West Rwy 15 until 9/82. (10/80)

FLORIDA

LAKELAND: Ctlz suspended. (10/80)

MIAMI INTL ARPT: Rwy 09R-27L Clsd after 2400 Lcl & MALSR OTS until 1/22/81. (11/80)

ST LUCIE COUNTY INTERNATIONAL ARPT: Unicom freq. 122.7. (11/80)

WINTER HAVEN'S GILBERT ARPT: Unicom freq 122.7. (11/80)

GEORGIA

ROME: VORTAC operating unrestricted. (10/80)

IDAHO

IDAHO FALLS FANNING FLD ARPT: Twr hrs are 0630-2200. (11/80)

FRIEDMAN MEMORIAL ARPT: 4-Box VASI Left Side Rwy 13/31. (11/80)

ILLINOIS

DANVILLE/VERMILLION COUNTY ARPT: Ctlz hrs 0700-0700. (11/80) Twr Hrs are 0700-1900. (11/80)

LITCHFIELD: NDB "LTD" OTS until 1/1. (11/80)

MATOON-CHARLESTON COLES COUNTY MEM ARPT: VASI Rwy 06 & Rwy 24 OTS until 12/18. (11/80)

SUBLETTE TRUCKENBROD ARPT: Arpt permly Clsd. (11/80)

UTICA STARVED ROCK AIRPARK ARPT: Arpt permly Clsd. (11/80)

INDIANA

CONNERSVILLE METTEL FLD ARPT: Rwy 18/36 Rwy lgts OTS indefly. (11/80)

LAFAYETTE HALSMER ARPT: Unicom freq 123.0. (9/80)

MARION MUNI ARPT: Rwy 15/33 Rwy lgts OTS indefly. (11/80)

MICHIGAN CITY ARPT: CD freq 134.9 CMSN. (11/80)

MICHIANNA ARPT: MALSF Rwy 09 CMSN. (11/80)

IOWA

DAVENPORT: Ctlz hrs are 0800-1630 daily. (11/80)

DECORAH: NDB "DEH" OTS until 12/31. (11/80)

LEMARS MUNI ARPT: For Rwy lgts key 122.8 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

MARSHALLTOWN MUNI ARPT:RCO 122.15 cmsnd. (10/80)

KANSAS

COLBY: NDB "CBK" OTS until 12/15. (11/80)
ELLSWORTH MUNI ARPT: Rwy 17-35 3100 ft. by 50 ft. (11/80)
GOODLAND: CTLZ operates 24 hours.
LIBERAL MUNI ARPT: GS Rwy 35 OTS until 1/22/81. (10/80)

KENTUCKY

NO NOTICES THIS ISSUE

LOUISIANA

BATON ROUGE RYAN ARPT: ILS & LOC BC OTS until 12/10. (11/80)
JONESBORO ARPT: Arpt Clsd until 1/1/81. (11/80)
LAKEFRONT ARPT: Rwy 13-31 permly Clsd. (11/80)
SHREVEPORT REGIONAL ARPT: Rwy 14-32 8350 ft by 200 ft. Thr Rwy 32 dsplcd 375 ft. (11/80)
SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

PRINCETON: DME unusable 300-330 degrees below 4500 ft. beyond 25 NM. (10/80)
WATERVILLE ROBERT LAFLEUR AIRPORT: LOC OTS until 12/25. (11/80)

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

NO NOTICES THIS ISSUE

MICHIGAN

DECKERVILLE LAMONT ARPT: Thr Rwy 09 dsplcd 262 ft. (11/80)
IRON MOUNTAIN/KINGSFORD: Ctlz hrs are 0515-2215 daily. (11/80)
IRONWOOD: CTLZ hrs are 05002215. (11/80)
LAKEVIEW ARPT: For rwy lgts key 121.8. (11/80)
MACKINAC ISLAND ARPT: RCO 122.5 Cmsnd. (10/80) VASI 2-Box left side cmsnd Rwy 08. VASI 2-Box left side cmsnd Rwy 26.
HARRY BROWN ARPT: Rwy 09-27 3500 ft. by 75 ft. (11/80) VASI 2-Box left side cmsnd Rwy 09. VASI 2-Box left side cmsnd Rwy 27. (11/80)
MARYVILLE MEML ARPT: For rwy lgts key 122.8 3 times in 5 sec for low; 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)
SAGINAW TRI-CITY ARPT: Rwy 05-23 NE 189 ft clsd UFN. (11/80)
TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 123.0. (10/80)

MINNESOTA

BRAINERD: Ctlz hrs are 0600-2030 daily. (11/80)
HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)
ROCHESTER MUNI ARPT: GS Rwy 31 OTS until 12/25. (11/80) SSALR/RVR OTS until 2/4/81. (11/80)
STEPHEN MUNI ARPT: Thr Rwy 35 dsplcd 200 ft day and 260 ft night. (11/80)
WINDOM MUNI ARPT: For Rwy lgts key 122.8 5 times for med; 7 times for high & REILS. (11/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT; Unicom freq 122.8. (10/80)

MISSOURI

JEFFERSON CITY: CTLZ hrs are 0600-2130. (11/80)
LAMBERT-ST LOUIS INTL ARPT: Rwy 17-35 Clsd until 1/81. (10/80)
JOPLIN MUNI ARPT: Rwy 13 RAIL OTS until 10/1/81. (11/80)
ST CHARLES ARPT: Unicom freq 123.0. (9/80)
ST. JOSEPH: CTLZ hrs are 0700-2200 daily. (11/80)
WARRENSBURG SKYHAVEN ARPT: Unicom freq 123.0. (11/80)

MONTANA

NO NOTICES THIS ISSUE

NEBRASKA

HASTINGS MUNI ARPT: Rwy 04-22 4500 ft by 75 ft. (11/80)

NEVADA

TONOPAH ARPT: Arpt Clsd ngts until 2/1/81. Rwy lgts OTS until 2/1/81. (10/80)

NEW HAMPSHIRE

NO NOTICES THIS ISSUE

NEW JERSEY

CALDWELL, ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)
SUSSEX ARPT: Unicom freq 122.7. (11/80)

NEW MEXICO

TAOS: NDB "SKX" OTS until 12/31. (11/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS UFN. (5/80)
JOHNSTOWN FULCO ARPT: Arpt Clsd UFN. (10/80)
NEWBURGH STEWART ARPT: Rwy 09-27 11818 ft. by 150 ft. Rwy 09 thr dsplcd 2000 ft. Rwy 27 thr dsplcd 2000 ft. (11/80)
ODGENSBURG, ODGENSBURG INTL ARPT: Large concentration of birds on or near vicinity of arpt particularly durg poor weather periods. (10/80)
PERRY PERRY-WARSAW ARPT: Arpt Clsd UFN. (9/80)
POUGHKEEPSIE DUTCHESS COUNTY ARPT: Arpt Clsd CAB Cert Acr oper Sat-Sun and Weekdays 2330-0730 except 10 min PPR. (11/80)
SYRACUSE HANCOCK INTL ARPT: NE 1000 ft Rwy 06-24 Clsd Hel. (10/80)

NORTH CAROLINA

CHARLOTTE DOUGLAS MUNI ARPT: ILS IM Rwy 36L OTS indef. (10/80)
JACKSONVILLE ALBERT J. ELLIS ARPT: Rwy 05-23 Clsd 0100-1000 daily 11/20-12/10. (11/80)
RALEIGH-DURHAM ARPT: Rwy 14-32 Clsd UFN. (10/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 Clsd ngts; lgts OTS permly. (11/80)

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.
CAMBRIDGE: NDB "CDI" OTS. (11/80)
CIRVILLE: NDB "CYO" OTS until 12/31. (11/80)
CLEVELAND-HOPKINS INTL ARPT: First 460 ft Rwy 18L Clsd permly. (11/80)
COLUMBUS PORT COLUMBUS INTL ARPT: Rwy 28R thr no longer dsplcd. (11/80)
GALION MUNI ARPT: For Rwy lgts key 122.8 3 times low; 5 times med; 7 times high. (11/80)
URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

OKLAHOMA

CLINTON-SHERMAN ARPT: Rwy 17L-35R dalgt oper only. (2/80)
PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)
EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)
PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)
POTTSVILLE SCHUYLKILL COUNTY ARPT: SW 900 ft Rwy 04-22 Clsd UFN. (8/80)
SHARON ARPT: Arpt Clsd UFN. (10/80)
WILKES-BARRE/SCRANTON INTL ARPT: Rwy 10-28 Clsd UFN. (6/80)

RHODE ISLAND

NEWPORT STATE ARPT: Rwy 04-22 S-WGT 18,000 lbs. Rwy 16-34 S-WGT 18,000 lbs. (11/80)
PAWTUCKET NORTH CENTRAL STATE ARPT: Rwy 05-23 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 15-33 S-WGT 30,000 lbs; D-WGT 60,000 lbs. (11/80)
WESTERLY STATE ARPT: Rwy 07-25 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 14-32 S-WGT 20,000 lbs; D-WGT 40,000 lbs. (11/80)

SOUTH CAROLINA

ABERDEEN: Ctlz hrs Mon-Fri continuous Sat-Sun 0600-2200. (11/80)
MC CORMICK COUNTY ARPT: Arpt Clsd indef. (11/80)

SOUTH DAKOTA

MITCHELL: Ctlz hrs are 0630-2200. (11/80)

TENNESSEE

BOLIVAR-HARDEMAN COUNTY ARPT: Rwy 18-36 4000 ft by 75 ft. First 500 ft Rwy 36 Clsd. VASIS OTS until 12/25. (11/80)
DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)
LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80)
SCOTT FIELD ARPT: ARPT Clsd ngts; Rwy lgts & Bcn OTS until 12/25. Rwy 15-33 4000 ft by 75 ft. (11/80)

TEXAS

BIG SPRINGS ARPT: Rwy 17R-35L Clsd indefly. (11/80)

CASTROVILLE: NDB "CVB" OTS until 1/1. (11/80)

DALHART MILLER AIRFLD ARPT: Rwy 17 thr dsplcd 685 ft. Rwy 35 thr dsplcd 345 ft. (11/80)

GAINESVILLE MUNI ARPT: Unicom freq 123.0. (11/80)

JASPER: RCO freq 122.5 cmsnd. (11/80)

LAREDO: LOC AND Glide Slope OTS until 1/15/81. (11/80)

MC ALLEN: LOC AND Glide Slope OTS until 12/31. (11/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

MINERAL WELLS: CTLZ hrs are 0700-1700 thur 12/27. (11/80)

MIAMI-ROBERTS COUNTY ARPT: Rwy 02-20 4060 ft. by 50 ft. Thr Rwy 20 dsplcd 402 ft. (11/80)

OLNEY MUNI ARPT: NDB OTS until 5/1/81. (10/80)

UTAH

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80)

VERMONT

BURLINGTON INTL ARPT: Unicom freq 122.95. (11/80)

VIRGINIA

CHARLOTTESVILLE-ALBEMARLE ARPT: Arpt Clsd CAT cert ACR opns 2300-0700 Sun-Fri & 2100-0700 Sat except PP. (11/80)

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

NO NOTICES THIS ISSUE

WISCONSIN

BURLINGTON: VOR now monitored. (11/80)

JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd UFN. (9/80)

KENOSHA: VOR now monitored. (11/80)

MADISON MOREY ARPT: For Rwy lgts & REIL key 123.5 5 times in 5 sec. (10/80)

MOSINEE: Ctlz hrs are 0430-0045 Sun-Fri and 0430-0200 Sat. (11/80)

PLATTEVILLE: NDB "PVB" OTS until 12/21. (11/80)

WYOMING

FORT BRIDGER MUNI ARPT: First 200 ft Rwy 24 permly Clsd. (9/80)

POWELL MUNI ARPT: For Rwy lgts key 122.7 3 times in 5 sec for low; 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD MAR-AUG

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS. **DO NOT** attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N100MA	DC49	Sil
N111R	C310	Wht/Org
N1229C	C414	Wht/Yel
N140PC	C172	Wht/Blu
N1543S	QA	Wht
N1568X	Piper	Wht/Grn
N2034T	C182	Whit/Org
N274C	B95	Wht/Gld
N27737	PA31	Wht
N28330	AA1	Wht/Org
N3184W	BE55	Wht/Blu/Gld
N31876	PA Lance	Wht/Brn
N3215Q	C401	Unk
N3434W	PA28	Wht/Red
N300BU	C310R	Blu/Wht
N36653	Seneca	Wht/Brn
N37101	C404	Wht/Blu
N37431	C421C	Wht/Blu
N39614	PA Lance	Wht
N40253	Aztec	Wht/Yel/Blk
N4596A	C152	Blu/Red/Wht
N4623U	C206	Tan
N47364	PA Seneca	Wht
N47645	PA2801T	Wht/Grn/Blk
N49947	C402	Wht/Red
N5363X	C206T	Wht/Mrn/Tan
N5427F	PA28	Wht
N55051	PA Seneca	Wht/Red/Blk
N56206	Stearman Bi-Plane	Blk
N6073Y	PAZT	Unk
N6174D	PA Tri-Pacer	Wht
N62BM	PAZT	Wht/Red/Blk
N6375C	C210	L.Blu/D. Blu
N63801	PA23-250	Brn/Org
N642LS	C411	Wht
N66TA	C421	Blu/Wht
N7074B	PA Supercub	Red/Wht
N732GU	C206 Super Skylane	Unk
N73578	C206 Stationair 8II	Unk
N761JE	C210	Gld/Brn/Wht
N761LN	CT210M	Wht/Brn/Org Trm
N7661S	Bellanca 7KCAB	Yel
N88700	C404 Titan	Wht/Red
N88832	C441	Gld/Wht
N9027Q	BE55	Unk
VQ-TAC	C310	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES INDEX

NONE

ABANDONED FACILITIES

AR	JACK GUNTER ARPT
AR	ANTHONY ISLAND SEAPLANE BASE
AR	HARRISON FIELD
ID	STRAWBERRY GLEN ARPT
IA	WELTY WAY HELIPORT
IA	EVENS SAIL PORT ARPT
LA	K C RANCE ARPT
MI	OTISVILLE RIXPORT ARPT
MI	RUNYON PRIVATE STRIP ARPT
NH	KEARSARGE VALLEY ARPT
NJ	ZIGFIELD ARPT
NM	RUNYAN ARPT
NY	ZAHNS ARPT
NC	ROCKY MOUNT DOWNTOWN ARPT
TX	S & S PATROL FIELD ARPT
TX	WAGON WHEEL SKY RANCH ARPT
TX	ALLISON RANCH ARPT
TX	W.M. ALLISON RANCH ARPT

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/2008 NOVEMBER 12, 1980

SECTION 2

THE LISTING BELOW INCLUDES CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES AND AERONAUTICAL CHARTS; AND SELECTED FLIGHT RESTRICTIONS ISSUED PRIOR TO THE NORMAL PUBLICATION CYCLE. THESE REVISIONS SHOULD BE CONSULTED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU THE FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------- FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
*---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1927 FI/T /IKK/ GREATER KANKAKEE, KANKAKEE, IL. ILS RWY 4 AMDT ORIG CHANGE MISSED APPROACH CLIMB TO 2700 DIRECT EON VORTAC AND HOLD SOUTH RIGHT TURN 011 DEG INBOUND.

*FDC 0/1945 FI/T /TAZ/ TAYLORVILLE, IL. NDB CORRECT U.S. GOVT ENROUTE LOW ALTITUDE CHART L-21 PANEL C EFFECTIVE 30 OCTOBER 1980 TAZ NDB FREQUENCY SHOULD BE 395.

*FDC 0/1969 FI/T /2H3/ FAIRFIELD MUNI FAIRFIELD, IL. NDB RWY 36 AMDT 5 SI MINS /SI NDB/ VOR MINS NA.

INDIANA

FDC 0/1486 FI/T /GYY/ GARY MUNI GARY IN. ILS RWY 30 ORIG SI LOC VIS CAT A B C 3/4 CAT D 1 MILE. ADD PROCEDURAL DATA NOTES ACTIVATE MALSR RWY 30 - 126.3 INCREASE SI LOC VIS CAT A AND B 1/4 MILE CAT C AND D 1/2 MILE FOR INOPERATIVE MALSR. NDB RWY 30 AMDT 3 VIS CAT A AND B 3/4 MILE CAT C 1 1/4 MILE CAT D 1 3/4 MILE. ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3. VOR/DME RWY 2 AMDT 2 ADD PROCEDURAL DATA NOTE ACTIVATE MALSR RWY 30 - 126.3.

FDC 0/1805 FI/T /SBN/ MICHIANA REGIONAL, SOUTH BEND, IN. RNAV RWY 9 AMDT 2, RADAR-1 AMDT 3, SI RWY 9 LOC BC RWY 9 AMDT 10 SI RWY 9 VIS CAT A, B 3/4 MILE. ADD PROC DATA NOTE INOP TABLE DOES NOT APPLY TO SI RWY 9 CAT C.

FDC 0/1829 FI/T /FWA/ FORT WAYNE MUNI/BAER FIELD/ FORT WAYNE, IN. VOR RWY 22/TAC/AMDT 7 MIN ALT LINCY 3.5 DME INCREASE RADAR 1580.

SINGLE BASIS SI RWY 22 AND CIRCLING MDA INCREASED TO 1580/HAT 781/HAA 780 ALL CATS, SI AND CIRCLING VIS CAT B 1 1/4 MILE CAT C 2 1/4 MILE AND CAT D 2 1/2 MILE. ALTERNATE MINS CAT C 800 - 2 1/4 CAT D 800 - 2 1/2.

*FDC 0/1949 FI/T /SBN/ MICHIANA REGIONAL, SOUTH BEND, IN. LOC RWY 9 AMDT ORIG PROC TURN AND TRANSITION FROM SB LOM TO KNUTE INT/LOM NA. RADAR VECTOR REQUIRED.

MICHIGAN

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI. VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

FDC 0/1545 FI/T /GLR/ OTSEGO COUNTY GAYLORD MI. VOR RWY 9 ORIG & VOR RWY 27 ORIG PROCS NA.

FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1598 FI/T /3HE/ LIVINGSTON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1599 FI/T /0G9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

FDC 0/1603 FI/T /ARB/ ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 6 AMDT 8 VOR RWY 24 AMDT 7 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1639 FI/T /2G5/ GROSSE ILE MUNICIPAL, DETROIT/ GROSSE ILE MI. VOR-A AMDT 1 NIGHTS MINS NA.

FDC 0/1679 FI/T /PTK/ OAKLAND-PONTIAC, PONTIAC, MI. VOR RWY 27L AMDT 11 AND LOC BC RWY 27L AMDT 4 SI RWY 27L MDA 1520/ HAT 544 ALL CATS. VIS CAT C 1 1/2 MILE, CAT D 1 3/4 MILE. CIRCLING MDA 1520/HAA 540 CAT A, B.

FDC 0/1732 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 4 ADD PROC DATA NOTE RADAR REQUIRED.

FDC 0/1772 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS MI. NDB-A AMDT 1 PROC NA.

FDC 0/1845 FI/T /3CM/JAMES CLEMENTS MUNICIPAL, BAY CITY, MI. VOR-A AMDT 5 CAT D MDA 1500/HAA 915 VIS 3 MILES. TKOF MINS RWY 36 700-2. IFR DEPARTURE PROCEDURES RWYS 5, 9, 18, 23 AND 27 CLIMB RWY HEADING TO 1500 BEFORE TURNING.

#FDC 0/1951 FI/P /MBS/ TRI-CITY, SAGINAW, MI. RADAR-1 AMDT 3 CORRECT U.S. GOVT CHART EAST CENTRAL PAGE XVIII VOL 1 EFFECTIVE 2 OCTOBER 1980 BY DELETING APPROACH MINS AND DATA FOR RWYS 14/32. CHANGE SI RWY 5 MDA TO 1060/HAT 394 ALL CATS. CHANGE SI RWY 23 HAT 359 DUE TOUCHDOWN ZONE ELEVATION NOW 661. RADAR-1 AMDT 4 WAS EFFECTIVE 30 OCTOBER 1980.

#FDC 0/1966 FI/T /APN/ PHELPS COLLINS, ALPENA, MI. NDB RWY 36 AMDT 3 AND ILS RWY 36 AMDT 3 ALTN MINS NA.

#FDC 0/1984 FI/T /MBS/ SAGINAW, MI. ILS RWY 5 AMDT 8 PROC NA.

OHIO

FDC 0/1541 FI/T /CGF/ CUYAHOGA COUNTY, CLEVELAND, OH. NDB RWY 23 AMDT 1 VOR RWY 23 AMDT 1 AND RNAV RWY 23 AMDT 6 STRAIGHT-IN MINS NA FROM 0800-1630 LOCAL TIME.

FDC 0/1722 FI/T /YNG/ YOUNGSTOWN MUNI OH. RADAR-1 AMDT 6 SI RWY 5 MDA 1540, HAT 396 ALL CATS. 1 MILE VIS CAT A B C 1 1/4 MILE VIS CAT D. RWY 5 FAF 5 MILES FROM THR MIN ALT 2700. FINAL APPROACH COURSE 050. MISSED APPROACH POINT 1/2 MILE FROM THR. CLIMB TO 2700, THEN DIRECT YNG VORTAC AND HOLD, NORTH, RIGHT TURN, 183 INBOUND.

FDC 0/1745 FI/P /OH17/ HENRY COUNTY, NAPOLEON, OH. VOR RWY 28 AMDT 1 CHANGE PROC DATA NOTE REGARDING LGTS TO READ ACTIVATE MIRLS RWY 10-28 VASI RWY 10 AND REILS RWY 10 AND 28 123.0. THIS IS VOR RWY 28 AMDT 2.

#FDC 0/1968 FI/T /CGF/ CUYAHOGA COUNTY, CLEVELAND, OHIO NDB RWY 23 AMDT 1 VOR RWY 23 AMDT 1 RNAV RWY 23 AMDT 6 SI MINS NA.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

FDC 0/1898 FI/P /MKE/ GENERAL MITCHELL FIELD, MILWAUKEE, WI. ILS RWY 19R AMDT 4 CORRECT US GOVT CHART VOL-3 PAGE XVII EAST CENTRAL EFFECTIVE 2 OCT 1980 BY CHANGING ALTN MINIMUMS FOR ILS RWY 19R SI ILS AND LOC TO 900-3.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

MAINE

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,B 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE

TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 0/1666 FI/T /B19/ BIDDERFORD MUNI BIDDERFORD ME. RADAR - 1 ORIG PROC NA.

FDC 0/1667 FI/T /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME. RADAR - 1 ORIG PROC NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/1841 FI/P /BOS/ GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. ILS RWY 22L ORIG. SI ILS AND SI LOC VIS CATS A/B RVR 6000, CIRCLING VIS CATS A/B 1 1/4 MILES. THIS IS ILS RWY 22L AMDT 1.

FDC 0/1848 FI/T /BOS/ LOGAN INTERNATIONAL BOSTON MA. ILS RWY 33L AMDT 15 DISTANCE TO THRESHOLD FROM MM IS 0.4 NM. GS ALT AT MM 205 FEET.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/1954 FI/T (BVY) BEVERLY MUNI BEVERLY MA. SDF RWY 16 AMDT 1 PROC NA.

NEW HAMPSHIRE

FDC 0/1595 FI/T /EEN/ DILLANT-HOPKINS, KEENE,NH ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW YORK

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PLANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

FDC 0/1909 FI/T /SWF/ STEWART, NEWBURGH, NY ILS RWY 9 AMDT 1 PROC NA.

FDC 0/1911 FI/T /ALB/ ALBANY COUNTY, ALBANY, NY VOR RWY 19 AMDT 16. VDP AT 2.2 DME, DISTANCE VDP TO RWY 19 THRESHOLD 1.6 NM.

#FDC 0/1967 FI/T /N00/ OSWEGO COUNTY, FULTON. NY. VOR/DME RWY 33 AMDT 2 SI RWY 33 MDA 940 FEET HAT 471 FEET ALL CATS. VIS CATS A/B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. CIRCLING MDA CATS A/B/C 940 FEET, CAT D 1020 FEET, HAA CATS A/B/C 471 FEET, CAT D 551 FEET.

#FDC 0/1991 FI/T /GFL/ WARREN COUNTY, GLEN FALLS, NY. VOR/DME RWY 19 AMDT 5. SI MINS NA. MIN ALTITUDE 4 DME 1900 FEET. CIRCLING MDA CAT A/B/C 880 FEET. CAT D 900 FEET.

#FDC 0/1992 FI/T /9G6/ PINE HILL, ALBION, NY. VOR RWY 28 ORIG SI AND CIRCLING MDAS CATS A/B 1400 FEET HAT/HAA 737 FEET. VOR/DME MINIMA NA.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1495 FI/T /ABE/ ALLENTOWN-BETHLEHEM-EASTON, ALLENTOWN, PA. NDB RWY 6, AMDT 15 SI 6 MDA 1040 FT, HAT 646 FEET, CAT C VIS RVR 6000 FEET, CAT D VIS 1 3/4 MILES. CIRCLING MDA 1040 FEET, HAA 646 FEET, CAT C CIRCLING 1 3/4 MILES.

FDC 0/1929 FI/P /AOO/ ALTOONA-BLAIR COUNTY, ALTOONA, PA. CORRECT US GOVT IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES. NE VOL 2 EFFECTIVE 2 OCT 80. TAKEOFF MINIMUMS: RWY 30, STANDARD. RWYS 2/12/20, 600-1. IFR DEPARTURE PROCEDURE: RWY 30, CLIMB STRAIGHT AHEAD TO 3200 FEET BEFORE PROCEEDING ON COURSE. RWYS 2/12/20, CLIMB VISUALLY TO 2100 FEET OVER AIRPORT, THEN CLIMB VIA AOO VOR R-213 TO 3600 FEET BEFORE PROCEEDING ON COURSE.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1842 FI/T /0R9/ HAMMOND MUNI, HAMMOND, LA. ILS RWY 18 ORIG SI NA.

FDC 0/1912 FI/P CORRECT US GOVERNMENT CHART HOUSTON SECTIONAL. CORRECT THE TRANSITION AREAS TO THIBODAUX AND HOUMA, LOUISIANA AS DEPICTED ON THE 26TH EDITION OF THE HOUSTON SECTIONAL CHART TO AGREE WITH THE 26TH EDITION OF THE NEW ORLEANS SECTIONAL CHART.

FDC 0/1924 FI/T /MSY/ NEW ORLEANS INTL, MOISANT FIELD, NEW ORLEANS, LA. RADAR -1 AMDT 10 ASR RWY 10 MDA 420/HAT 418 ALL CATS.

*FDC 0/2000 FI/T /03/ ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520/HAA 505 CAT A/B/C.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS, LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8

AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/1224 FI/P /CSM/ CLINTON-SHERMAN CLINTON, OK. ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5 MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THESE ARE AMDTS 2 AND 6.

FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TO OILIR LOM 3000 FEET.

FDC 0/1662 FI/T /MLC/ MCALESTER MUNI, MCALESTER, OK. LOC RWY 1 AMDT 1 SI MDA 1260/HAT 504 ALL CATS, VIS CAT C 1 1/2 MILE.

#FDC 0/1981 FI/T /OKC/ WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17R AMDT 5 NDB RWY 17R AMDT 19 LOC BC RWY 17L AMDT 1 NDB RWY 17L ORIG VOR RWY 12 AMDT 17 MISSED APPROACH PROC CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OKC VORTAC. ILS RWY 35R AMDT 2 NDB RWY 35R AMDT 1. MISSED APPROACH PROC CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT OKC VORTAC.

#FDC 0/1999 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2340 HAT 427 ALL CATS. CIRCLING MDA 2400/HAA 478 CAT A/B/C. NDB RWY 17R AMDT 6 SI MDA 2360 HAT 438 ALL CATS. CIRCLING MDA 2400/HAA 478 CAT A/B/C. ILS RWY 17R AMDT 2 SI-LOC MDA 2360/HAT 438 ALL CATS. CIRCLING MDA 2400/HAA 478 CAT A/B/C. IFR TAKEOFF MINIMUMS RWY 17L/17R 200-1.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425 FT ALL CATS.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, PRESIDIO, TX NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

FDC 0/1591 FI/T /MRF/ MARFA MUNI, MARFA, TX. VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

FDC 0/1714 FI/T /TX06/ MEXIA-LIMESTONE COUNTY, MEXIA, TX. NDB-A ORIG CIRCLING MDA 1180/HAA 637 CAT A/B/C.

FDC 0/1746 FI/T /MAF/ MIDLAND REGIONAL, MIDLAND, TX. ILS RWY 10 AMDT 10 TRML ROUTE ALTS MAF VORTAC TC FARLY LOM GOMIT INT TO FARLY LOM; ARGET INT TO FARLY LOM 4900 FEET. PROC TURN AND GLIDE SLOPE INTERCEPT ALT 4900 FEET. ALT AT OM 4884 FEET MM 3084 FEET. GLIDE SLOPE ANGLE 3.0 DEGREES. TCH 52 FEET.

FDC 0/1824 FI/T /E02/ ODESSA-SCHLEMEYER FIELD ODESSA, TX. NDB RWY 20 ORIG CIRCLING MDA 3420/HAA 426 CAT A. VOR-A AMDT 2 CIRCLING MDA 3420/HAA 426 CAT A.

FDC 0/1906 FI/P /DTO/ DENTON MUNI DENTON, TX NDB RWY 17 AMDT 1 ILS RWY 17 AMDT CHANGE PROC DATA NOTES REGARDING UNICOM FREQ AS FOLLOWS. ACTIVATE MALSR RWY 17 – 122.7. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.7 WHEN NOT AVAILABLE USE FORT WORTH TX ALTIMETER SETTING AND INCREASE ALL DH/MDAS 100 FEET. THIS IS NDB RWY 17 AMDT 2 ILS RWY 17 AMDT 2.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17I AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/1579 FI/T /MGM/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER AL COPTER NDB 060 CRIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

#FDC 0/1982 FI/P /MGM/ DANNELLY FIELD, MONTGOMERY, AL. RNAV RWY 3 AMDT 4. CORRECT US GOVT CHART SOUTHEAST VOLUME-1 DATED 2 OCT 80 HAYNE WP /IAP/ COORDINATES SHOULD READ 32-11.0N 086-28.8W.

FLORIDA

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 1 1/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

FDC 0/1749 FI/T /TPF/ PETER O. KNIGHT TAMPA FL. NDB RWY 3 AMDT 8 CIRCLING CAT C MDA 840 HAA 832. RADAR -1 AMDT 2 CAT C MDA 840 HAA 832 VIS CAT C 2 1/2 MILES CAT D 3 MILES.

FDC 0/1923 FI/T /MIA/ MIAMI INTL MIAMI, FL. CHANGE PORTION OF IFR TAKEOFF MINIMUMS AS FOLLOWS: RWY 27L RVR 5000 RWY 9R 1 MILE ALL CATS. RWY 27L AND 9R AIR CARRIER REDUCTION NOT AUTHORIZED.

#FDC 0/1948 FI/P /TLH/ TALLAHASSEE MUNI, TALLAHASSEE, FL. LOC BC RWY 18 AMDT 12. CORRECT U.S. GOVT CHART AL-5048 IN CHANGE NOTICE EFF 30 OCTOBER 1980 TERMINAL ROUTE FROM RENOE INT /IAF/ TC MELTZ INT /NOPT/ CRS AND DSTC SHOULD BE 179/15.2 /I-TLH/.

#FDC 0/1960 FI/T /APF/ NAPLES MUNI NAPLES FL. VOR/DME-A AMDT 2 MDA 600/HAA 591. ALL CATS.

#FDC 0/1970 FI/T /IMM/ IMMOKALEE IMMOKALEE,FL. VOR RWY 18 ORIG. PROC NA.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

GEORGIA

FDC 0/5 FI/T /9A1/ COVINGTON MUNI COVINGTON GA. VOR/DME RWY 9 ORIG STRAIGHT-IN AND CIRCLING MDA 1580 FT ALL CATS. HAT/HAA 784 FT ALL CATS. STRAIGHT-IN AND CIRCLING VISIBILITY CAT C 2 1/4 MILES CAT D 2 1/2 MILES. NA.

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 2 1/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRCLING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

FDC 0/1792 FI/P /PDK/ DEKALB-PEACHTREE, ATLANTA, GA. LOC RWY 20L AMDT 3. CORRECT US GOVT CHART AL-469 SOUTHEAST VCL-2 2 OCT 1980 MISSED APPROACH HOLDING NE AT CCR VORTAC SHOULD BE LEFT TURN 241 DEG INBOUND.

FDC 0/1823 FI/T /AHN/ ATHENS MUNI ATHENS, GA. VOR RWY 2 AMDT 7 AND VOR RWY 27 AMDT 7 MSA 25 NM AHN VORTAC 2500 FEET.

FDC 0/1894 FI/T /02J/ CRISP COUNTY-CORDELE, CORDELE, GA VOR/DME RWY 22 AMDT 5 SI MDA 1020 HAT 712 ALL CATS. SI AND CIRCLING VIS CAT C 2 MILE CAT D 2 1/4 MILE. RNAV RWY 9 AMDT 1 CIRCLING MDA CAT B 1060 HAA 752.

KENTUCKY

FDC 0/1890 FI/T /SDF/ STANDIFORD FIELD LOUISVILLE, KY HI-ILS RWY 19 AMDT 1 SI-ILS VIS 2400 HAT 200 CAT C/D/E. SI-LOC VIS 6000 HAT 624 CAT C. VIS 1 1/2 MILE HAT 624 CAT D. VIS 1 3/4 MILE HAT 624 CAT E. SI-LOC LOC/VOR MINIMA VIS 2400 HAT 384 CAT C. VIS 4000 HAT 384 CAT D/E. SI-LOC LOC/VOR MINIMA CAT D/E VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM.

FDC 0/1904 FI/P /SDF/ STANDIFORD FIELD LOUISVILLE KY. EFFECTIVE 21 OCT 80 ILS RWY 19 AMDT 2 SI-ILS VIS 2400 HAT 200 ALL CATS. SI-LOC VIS 2400 HAT 624 CAT A/B. VIS 6000 HAT 624 CAT C. VIS 1 1/2 MILE HAT 624 CAT D. SI-LOC LOC/VOR MINIMA VIS 2400 HAT 384 CAT A/B/C. VIS 4000 HAT 384 CAT D. DELETE NOTE AIR CARRIER LANDING VISIBILITY REDUCTION FOR LOCAL CONDITIONS NOT AUTHORIZED. ADD NOTE SI-LOC 19 LOC/VOR CAT D VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM. THIS IS AMDT 3. RADAR-1 AMDT 16 ASR 19 VIS 2400 HAT 404 CAT A/B. VIS 4000 HAT 404 CAT C. VIS 5000 HAT 404 CAT D/E. ADD NOTE CAT D S-19 INCREASED TO RVR 6000 FOR INOPERATIVE MALSR. THIS IS AMDT 17.

FDC 0/1908 FI/P /CVG/ GREATER CINCINNATI INTL, COVINGTON, KY. ILS RWY 36 AMDT 28 GLIDE SLOPE ALT AT OM 2119, MM 1067, IM 948. TCH 54. THIS IS ILS RWY 36 AMDT 29. ILS RWY 18 AMDT 12 GLIDE SLOPE ALT AT OM 2092, MM 1092 GLIDE SLOPE ANGLE 2.80 DEG, TCH 58. THIS IS ILS RWY 18 AMDT 13.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

NORTH CAROLINA

FDC 0/1458 FI/T /SUT/ BRUNSWICK COUNTY SOUTHPORT NC. NDB-A ORIG. PROC NA FROM 2300 LOCAL TO DAWN.

FDC 0/1635 FI/T /RMT/ ROCKY MOUNT DOWNTOWN ROCKY MOUNT NC. VOR-A AMDT 10 AND VOR/DME-B AMDT 7 NA.

FDC 0/1789 FI/T /AVL/ ASHEVILLE MUNI, ASHEVILLE, NC. LOC RWY 16 AMDT 1 DSTC FAF TO MAP 5.1, MAP 5.1 AFTER PASSING IM LOM. TAKEOFF MINIMUMS RWY 34 600-1 OR STANDARD WITH A MIN CLIMB OF 400 FEET PER NM TO 2800.

FDC 0/1850 FI/T /HKY/ HICKORY MUNI HICKORY NC. RWY 24 AMDT 1 NA. ILS RWY 24 AMDT 2 PROC TURN NA TERMINAL ROUTES SIBEL INT VAESE INT STANN INT TO HK LOM NA. ALTANTA ARTCC RADAR REQUIRED. TAKEOFF MINS FAR 135 RWY 24 STANDARD.

FDC 0/1900 FI/T /CLT/ DOUGLAS MUNI, CHARLOTTE, NC. VOR RWY 5 AMDT 7 SI CAT A B MDA 1180 HAT 463 VIS 2400 CAT C MDA 1180 HAT 463 VIS 4000 CAT D MDA 1180 HAT 463 VIS 5000. ILS RWY 18R ORIG SI MINS NA. FAF SOPHE 7.1 DME CLT VORTAC.

#FDC 0/1988 FI/T /INT/ SMITH REYNOLDS, WINSTON-SALEM, NC. NDB RWY 33 AMDT 18 ILS RWY 33 AMDT 17. WHEN ATCT NOT IN OPERATION ACTIVATE SSALR RWY 33 - 118.7.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILL GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

FDC 0/1716 FI/T /3A9/ SEVIER-GATLINBURG, SEVIERVILLE, TN. VOR/DME RWY 10 AMDT 1 CIRCLING TO RWY 28 AT NIGHT NA. IFR DEPARTURE RWY 10 AT NIGHT NA.

#FDC 0/1979 FI/T /SCX/ SCOTT MUNI, ONEIDA TN. NDB RWY 23 ORIG, PROC NA.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1490 FI/T V-195 FORTUNA /FOT/ VORTAC TO RED BLUFF /RBL/ VORTAC. YAGER INT IDENTIFIED BY FOT VORTAC R-091 AND I-ACV LOCALIZER SE COURSE ONLY.

FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

#FDC 0/1997 FI/T /SBT/ TRI-CITY SAN BERNARDINA CA. NDB RWY 7 AMDT 2 PROC NA.

#FDC 0/2003 FLIGHT RESTRICTION PACIFIC PALISADES CALIFORNIA NOVEMBER 7 1500 TO DECEMBER 6 2359 PST. PURSUANT TO FAR 91.104 AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 4000 FEET MEAN SEA LEVEL WITHIN A ONE-HALF NAUTICAL MILE RADIUS OF 1669 SAN ONOFRE DRIVE /SMO RADIAL 310/4 DME/UNLESS OTHERWISE AUTHORIZED BY ATC.

#FDC 0/2005 FLIGHT RESTRICTION SANTA YNEZ CA. EFFECTIVE 2100Z 9 NOV 1980 PURSUANT TO FEDERAL AIR REGULATION 91.104 AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 5000 FEET MEAN SEA LEVEL WITH 1 NAUTICAL MILE RADIUS OF THE GAVIOTA /GVO/ VORTAC 094 DEGREE RADIAL AT 1.5 DME FIX UNLESS OTHERWISE AUTHORIZED BY ATC. SANTA BARBARA CA. /SBA/ IS COORDINATING FLIGHT SERVICE STATION. FLIGHT RESTRICTIONS WILL BE IN EFFECT FOR 30 DAYS.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8L AMDT 17, ILS RWY 26R AMDT 7 AND VOR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SETTINGS NOT AVAILABLE.

FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VOR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

FDC 0/1715 FI/P /FCS/ BUTTS AAF, FORT CARSON, CO. VOR RWY 31 ORIG, RADAR-1 AMDT 3. ADD PROCEDURAL DATA/NOTE; WHEN CONTROL ZONE NOT IN EFFECT USE COLORADO SPRINGS, CO ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET. THIS IS VOR RWY 31 AMDT 1 AND RADAR-1 AMDT 4.

FDC 0/1874 FI/P /1V4/ FORT COLLINS-LOVELAND MUNI FORT COLLINS-LOVELAND CO. ILS RWY 33 AMDT 1 MISSED APPROACH CLIMB TO 5600 THEN CLIMBING RIGHT TURN TO 7000 DIRECT COLLN LOM/INT AND HOLD SOUTHEAST RIGHT 328 INBOUND. THIS IS AMDT 2.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

FDC 0/1707 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG CHANGE TO VOR/DME OR TACAN-A ORIG. ADD CAT E CIRCLING MDA 5760/HAA 1520 VIS 3. CHANGE BVL R-067/5 TO BVL R-067/10. ADD ALTN MIN CAT E 1600-3. 15 NM PROC TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH; TACAN ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NORTHEAST LEFT TURNS 247 INBOUND 5 NM LEGS.

NORTH CENTRAL

IOWA

FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

FDC 0/1791 FI/T /CCY/ CHARLES CITY MUNI, CHARLES CITY, IA. NDB RWY 12 AMDT 6 ALL SI AND CIRCLING MDAS 1740 FEET. SI AND CIRCLING VIS CAT C 1 3/4 MILES.

#FDC 0/1952 FI/P /AMW/ AMES MUNI, AMES, IA. CORRECT U.S. GOVT CHART CHANGE NOTICE EFFECTIVE 30 OCTOBER 1980/ AL-5307/ RNAV RWY 13 AMDT 1 HORIZONTAL DSTC MDA TO MAP ON GLIDE SLOPE 2.2 NAUTICAL MILES. RNAV RWY 31 AMDT 1 HORIZONTAL DSTC MDA TO MAP ON GLIDE SLOPE 1.3 NAUTICAL MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, KS. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG: NOT AUTHORIZED. ILS RWY 17 ORIG; PROCEDURE TURN NOT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TO FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TO 3200 FEET DIRECT EWK NDB AND HOLD SOUTH. LEFT TURNS, 357 INBOUND.

FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RNAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1 1/4 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. IFR TAKEOFF MINIMUS; RWY 3/16/21/34, STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

#FDC 0/1994 FI/T /MPR/ MCPHERSON, MCPHERSON, KS. NDB-A AMDT 1 PROC NA.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

FDC 0/1851 FI/T /OWA/ OWATONNA MUNI OWATONNA MN. VOR/DME RWY 30 ORIG SI AND CIRCLING MDA 1700 FEET WITH LOCAL ALTM.

FDC 0/1913 FI/T /BJI/ BEMIDJI MUNI, BEMIDJI, MN. VOR RWY 13 AMDT 12 MAP 4.9 DME. VDP 3.8 DME.

MISSOURI

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 – 126.2.

#FDC 0/1950 FI/P /H63/ WEST PLAINS MUNI, WEST PLAINS, MO. NDB RWY 32 ORIG CORRECT U.S. GOVT CHART CHANGE NOTICE EFFECTIVE 30 OCTOBER 1980 /AL-6611/ BY CHANGING PROC TURN TO EAST SIDE OF CRS 157 OUTBOUND 3000 WITHIN 10 MILES OF PWN NDB.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/1836 FI/P /FAR/ HECTOR FIELD FARGO ND. VOR RWY 35 AMDT 9 CORRECT US GOVT CHART AL-144/ CAT C CIRCLING VIS 1 3/4 MILE.

#FDC 0/1953 FI/P /PMB/ PEMBINA MUNI, PEMBINA, ND. VOR RWY 33 ORIGINAL TERMINAL ROUTE COURSE AND DISTANCE FROM R-174 VORTAC CCW /IAF/ TO PMB VORTAC /NOPT/ 10 DME ARC AND 303/10 /PMB R-123. PROCEDURE TURN EAST SIDE OF CRS 123 OUTBOUND 2600 WITHIN 10 MILE OF PMB VORTAC. FINAL APPROACH COURSE 303. MISSED APPROACH HOLD SOUTHEAST RIGHT 303 INBOUND. THIS IS AMDT 1.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

FDC 0/1849 FI/P /PIR/ PIERRE MUNI PIERRE SD. CORRECT US GOVT CHART/AL-324/NORTH CENTRAL VOLUME 1 EFFECTIVE 2 OCT 1980 BY CANCELLING VORTAC RWY 7 AMDT 1.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

FDC 0/1783 FI/P /RDM/ VORTAC, REDMOND, OR. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC /IMB/, 13,000; V-269 FROM WILDHORSE, OR VORTAC /ILR/ TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC /LKV/ TO RDM, 11,000: V-25 FROM OCTAD TO RDM, 12,000 N AND S BOUND: V-121 FROM IVDAS TO RDM, 14,000: V121N/V-536 FROM MANTE TO RDM, 12,000: V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENT IS NOT AUTHORIZED: V-536 FROM RDM TO RENCE. ROMES INT IS CANCELLED. RENCE INT IS REDESCRIBED IMB R-298/27 AND PDT R-210/67.

FDC 0/1935 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR-A, AMDT 3, AND VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

#FDC 0/1942 FI/T /4S5/ MC MINNVILLE MUNI MC MINNVILLE, OR. VOR/DME-A AMDT 2 NA.

#FDC 0/1990 FI/T /RDM/ ROBERTS FIELD, REDMOND, OR. ILS RWY 22 ORIGINAL ADF REQUIRED 22 NAUTICAL MILE DME ARC INITIAL

APPROACH SEGMENT NA. IFR DEPARTURE PROCEDURES RWY 22 TURN LEFT RWY 4/10/AND 28 TURN RIGHT ALL ACFT CLIMB ON HEADING 210 DEGREE FROM ROBERTS FIELD TO INTERCEPT RDM R-141 THEN DIRECT RDM VORTAC CONTINUE CLIMB IN A HOLDING PATTERN ON R-169 WITHIN 10 NAUTICAL MILES TO CROSS RDM VORTAC AT OR ABOVE MEA FOR ROUTE OF FLIGHT. ALTERNATE MISSED APPROACH: WHEN DIRECTED BY ATC CLIMB TO 3500 FEET THEN CLIMBING RIGHT TURN TO 6500 FEET DIRECT RD LOM AND HOLD NORTHEAST LEFT TURNS 220 INBOUND.

#FDC 0/2004 FI/T /RDM/ ROBERTS FIELD REDMOND OREGON DEPARTURE PROCEDURE. CLIMB VISUALLY OVER THE AIRPORT TO 3500 THEN CLIMB DIRECT RD LOM. CLIMB IN RD LOM HOLDING PATTERN NORTHEAST LEFT TURN 220 INBOUND TO CROSS RD LOM AT OR ABOVE MEA FOR ROUTE OF FLIGHT. TAKEOFF MINIMUMS 500-1.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/841 FI/T /BFI/ BOEING FIELD/KING COUNTY INTNL SEATTLE WA. LOC BC RWY 31L AMDT 8 MAP 2.5 NM AFTER BENSE INT OR 1.6 DME. SI AND CIRCLING VIS CAT A AND B 2 MILES. FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERVALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1543 FI/T /NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON. IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

FDC 0/1569 FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA. ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

FDC 0/1653 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1689 FI/T /OMK/ OMAK, OMAK. WA. NDB/A AMDT 1 NA.

FDC 0/1833 FI/T /PWT/ KITSAP COUNTY BREMERTON, WA. NDB RWY 1 AMDT 10 TERMINAL ROUTES LOFAL TO PWT NDB 3400 FEET SEA VORTAC TO PWT NDB 3400 FEET CARRO TO PWT NDB 3400 FEET. MISSED APPROACH ALT CLIMB TO 3400 FEET. ILS RWY 19 AMDT 7 TERMINAL ROUTES SEA VORTAC TO CHECO INT/OUTER MARKER 3400 FEET CARRO TO CAN NDB 3400 FEET CAN NDB TO CHECO INT/OUTER MARKER 3400 FEET. MAINTAIN 3400 FEET UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN LOC BC RWY 1 AMDT 2. TERMINAL ROUTE LOFAL TO CAN NDB 3400 FEET. RNAV RWY 1 AMDT 4 GLIDE SLOPE COMPUTER SETTING 2.85 DEGREES. INITIAL ROUTE ARGCT WPT TO SPEND WPT 8.4 NM.

FDC 0/1856 FI/T /PWT/ KITSAP COUNTY, BREMERTON, WA. LOC BC RWY 1, AMDT 2, NOT AUTHORIZED.

#FDC 0/1971 THE UNITED STATES GEOLOGICAL SURVEY AND THE UNITED STATES FOREST SERVICE CONDUCT EXTENSIVE FIXED WING AND HELICOPTER FLIGHT WITHIN A 12 MILE RADIUS OF MOUNT ST. HELENS WASHINGTON. THE MAJORITY OF THESE OPERATIONS ARE BELOW 3000 FEET AGL THEREFORE VFR FLIGHT IN THIS AREA BY OTHERS IS DISCOURAGED. IN ANTICIPATION OF HIGH DEGREE OF INTEREST BY PILOTS IN VIEWING THE VOLCANO THE FOLLOWING VFR FLIGHT PATTERN HAS BEEN DEVELOPED AND IS STRONGLY RECOMMENDED AS AN ENHANCEMENT TO SAFETY OF FLIGHT.

A. BELOW 3000 FEET AGL VFR FLIGHT STRONGLY NOT RECOMMENDED.

B. ABOVE 3000 FEET AGL FLY COUNTERCLOCKWISE NO CLOSER THAN 3 MILES TO THE VOLCANO SUMMIT.

VFR RULES OF SEE AND BE SEEN WILL PREVAIL. APPROVAL TO LAND CAN ONLY BE OBTAINED THROUGH APPROPRIATE FEDERAL OR STATE AUTHORITY. ANY SIGNIFICANT INFORMATION WILL BE BROADCAST ON THE TRANSCRIBED WEATHER BROADCASTS BY THE SEATTLE, PORTLAND AND WALLA WALLA FLIGHT SERVICE STATIONS AND AVAILABLE ON THE PORTLAND AND SEATTLE AUTOMATIC TERMINAL INFORMATION SERVICE. PERMANENT INFORMATION WILL BE PUBLISHED IN THE JANUARY 1981 GRAPHIC AND SUPPLEMENTAL NOTICES SECTION OF THE AIRMANS INFORMATION MANUAL.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRC INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. **GOVERNMENT ALASKA HI CHART PANEL A.** AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

FDC 0/1681 FI/T /VDZ/ VALDEZ NO 2 VALDEZ AK. LDA/DME-C ORIG. ORIG PROC NA BETWEEN 0100Z-1700Z.

FDC 0/1692 FI/T /BRW/ WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. NDB RWY 6 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 29/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. NDB RWY 24 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 28/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. DISTANCE FAF TO THRESHOLD 2.1 MILES.

FDC 0/1926 FI/P ANCHORAGE ALASKA. 1) V440 ANCHORAGE VOR/DME TO MDO VOR/DME CHANGEOVER POINT ANC R105/60 NM MDO R288/95 NM. 2) NOWEL DME INT MDO R288/94 DME. 3) PUNTI VHF INT MRA 13000.

#FDC 0/1955 FI/P /SNP/ ST PAUL ISLAND ST. PAUL ISLAND, AK. NDB-3 RWY 36 ORIG CHANGE PROCEDURAL DATA/NOTE TO: ACTIVATE MALSR RWY 36 VASI AND REIL RWYS 18 AND 36 - 122.3. THIS IS AMDT 1.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

FDC 0/1793 FI/P /OGG/ KAHULUI, KAHULUI, HI. VOR RWY 20 AMDT 7, VOR/DME OR TACAN-A AMDT 1, LOC/DME/BC/RWY 20 AMDT 5, VOR RWY 2/TAC/AMDT 4, VOR/DME OR TACAN RWY 20 AMDT 2, ILS RWY 2 AMDT 15, NDB RWY 20 AMDT 4 DELETE ASR FROM NOTES. THIS IS VOR RWY 20 AMDT 8, VOR/DME OR TACAN-A AMDT 2, LOC/DME/BC RWY 20 AMDT 6, VOR RWY 2/TAC/AMDT 5, VOR/DME OR TACAN RWY 20 AMDT 3, ILS RWY 2 AMDT 16 AND NDB RWY 20 AMDT 5.

PUERTO RICO

FDC 0/1684 FI/T /SJU/ PUERTO RICO INTERNATIONAL SAN JUAN PUERTO RICO. ILS BC RWY 25 AMDT 6 NA.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L

ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIRCC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 PART 1 OF 2. DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRAFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DIS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

FDC 0/1930 OMEGA STATION TRINIDAD TEMPORARY OMEGA STATION G TRINIDAD WILL TERMINATE OPERATIONS AT 312400Z DECEMBER 1980. THE G SEGMENT WILL BE REPLACED BY OMEGA STATION AUSTRALIA IN MID 1981.

TWEB Route Forecasts added to the Computer Generated Voice Response System (VRS) Public Demonstration

Transcribed Weather Broadcast (TWEB) Route Forecasts have been added to the Computer Generated Voice Response System (VRS). A public demonstration of the system is being conducted in the Washington, D.C. and Columbus, Ohio FSS areas.

The VRS is unique in that it disseminates weather data via computer controlled voice, over push-button TOUCHTONE® telephones. Local access phone numbers are listed below, and in a previously disseminated FAA brochure which also contains detailed VRS operating instructions. A revised brochure reflecting the latest weather products will become available in the near future.

System Description

The system now provides a total of six preflight weather products: Hourly Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, Alert Weather Watch, Convective SIGMETs, and TWEB Route Forcasts. These products are intended to be used for early flight planning purposes, providing the pilot with "go" or "no-go to the airport" information. It should be noted that the Alert Weather Watch (AWW) is as the name implies, only an alert, and may vary considerably from a subsequently issued National Weather Service Weather Watch (WW). The AWW does provide pilots an early "heads-up" warning however, which you would want to follow-up on in the interest of flight safety.

Pilots should keep in mind that the VRS is using computer generated speech. Inflections, pauses between words and phrases, and voice quality in general may therefore sound a bit "unusual," especially when listening to the longer and more varied forecasts such as TWEB Routes, AWWs and WSTs. A "fail-safe" feature of TWEB Route Forecasts is the spelling-out of any word or abbreviation which the computer does not recognize as being part of its vocabulary.

Since the present system still only contains limited weather and flight data products, it does not replace a complete FSS specialist weather briefing. Information requested by the pilot is checked to assure reasonableness of data. Reports which are not received, cannot be deciphered or do not meet predetermined criteria will be voiced as "not available". A Dual Tone Multifrequency TOUCHTONE® type 12-key phone or acoustically coupled adapter is required for system use and data entry by the pilot.

System Operation is simple. Upon calling the assigned local telephone number, pilots will have a choice of which products they will receive from the computer voice for the locations they enter. When prompted by the computer to specify a location, pilots will enter on the keyset (technique described below) the unique 3-letter or combination number/letter location identifier (LOCID) assigned to each weather reporting station and terminal forecast location. These identifiers are listed in the brochures described in the second paragraph of this notice.

Printed on most keys of the pushbutton pad are 3 letters and a number. To enter a letter, (and in some instances a number) two keystrokes are required. First press the key that contains the desired letter, then press either the 1, 2 or 3 key to indicate the desired letter shown on the key. When entering numbers in combination with letters, precede the number entry by first depressing the zero key. This procedure is followed for each of the 3 letters/numbers in the LOCID. When all 3 have been entered, press the # key twice. Two # depressions always alerts the computer that your entry is complete. After all LOCIDs are entered, the computer will determine if any are located in states having AWWs or WSTs in effect, and the pilot will be advised of their existence. The pilot will also be advised if none are in effect (again, only for those states pertaining to the entered LOCIDs). The pilot will subsequently be asked whether or not the AWW and WST reports are desired.

Questions asked by the system regarding which reports are desired should be answered "yes" or "no" and are entered simply by depressing the "Y" or "N" key followed by 2 # keys. When Winds Aloft Forecasts are selected, the system will query the pilot for a time and altitude. These entries, being numerical only, can be entered in a single keystroke, pressing the appropriate numbered key. Again when the time or altitude has been entered, 2 # keys tells the computer the entry is complete. TWEB Routes are also numerical only, and may be entered upon request using single keystrokes.

A Walk Through the System P—pilot
S—system

P—pilot dials:
Washington, DC (202) 347-3222
Columbus, Ohio (614) 461-1659

NOTE: The following Walk Through the System assumes there are no AWWs in effect for either Pennsylvania or Delaware (states containing the LOCIDs "PIT" and "ILG"), but there is a WST in effect for both states.

S—"Hello, Greenwich Time is now 1831"
S—"Enter Location Identifier"
P—Desired location—Pittsburgh
(PIT) P-1, I-3, T-1; # #
S—"PAPA, INDIA, TANGO; enter next location"
P—Desired location—Wilmington
(ILG) I-3, L-3, G-1; # #
S—"INDIA, LIMA, GOLF; enter next location"
P—(If no additional entries, enter *# #)*
S—"Alert Weather Watch, none in effect. Do you
want Convective SIGMETs? answer yes or no"
P—Y; # #

S– "For Pennsylvania, Delaware, and New Jersey, at one-seven-five-five Greenwich, from six-zero miles northeast, PAPA, SIERRA, BRAVO, to position one-zero miles north, INDIA, LIMA, GOLF, to position three-five miles south, ALPHA, CHARLIE, YANKEE, line embedded thunderstorms.... etc."

NOTE: AWW/WST dialogues will vary considerably due to the many combinations possible in reports. Notice also that position references can be given relative to LOCIDs which are not necessarily the same as those entered by the pilot, and may even include additional states. In the above example, the pilot had initially entered PIT and ILG, but the reference LOCIDs used in the Convective SIGMET were PSB, ILG, and ACY (i.e., Philipsburg, PA., Wilmington, Del., and Atlantic City, N.J. respectively).

S– "Do you want Hourly Surface Observations?
answer
yes or no"
P– Y; # #
S– reads hourlys for PIT and ILG
S– "Do you Want Terminal Forecasts?
answer yes or no"
P– Y; # #
S– reads forecasts for PIT and ILG
S– "Do you want Winds Aloft Forecasts?
answer yes or no"
P– Y; # #
S– "How many hours from now? maximum is 30"
P– 6; # #
S– "Six"
S– "At what altitude?"
P– 85; # # (or 8500; # #)
S– "eight five"
S– reads winds aloft at requested altitude, +4000 feet and –4000 feet for each location.
S– "Do you want TWEB Route Forecasts? answer yes or no"
P– Y; # #
S– "Enter TWEB route number" (see TWEB Route Forecast map at end of this notice)
P– 72; # # (Cleveland to Pittsburgh to Harrisburg)
S– "Seven two; enter next route"
P– (If no additional entries, enter # #)
S– reads TWEB Route Forecast number 72
S– "Do you want more information?
answer yes or no"
P– Y; # #
S– "Enter location identifier" and so forth.

Two special case entries regarding location identifiers require additional comments. The first occurs when the LOCID contains the letters Q and Z. These letters do not generally appear on pushbutton. The FAA system assigns these letters to the number 1 key in the sequence of Q, blank, Z in the 1, 2, 3 position respectively. Therefore Q would be entered as 1-1, Z as 1-3. The blank or second position is not used at this time. Secondly, as previously noted, when the LOCID contains both letters and numbers such as 6B2 (Greenville Maine) the numbers must be entered with two strokes such that the computer recognizes the sequence as a mixed alphanumeric entry. This is accomplished by preceding all numbers by 0. The entry for 6B2 then becomes 06, B2, 02, # #.

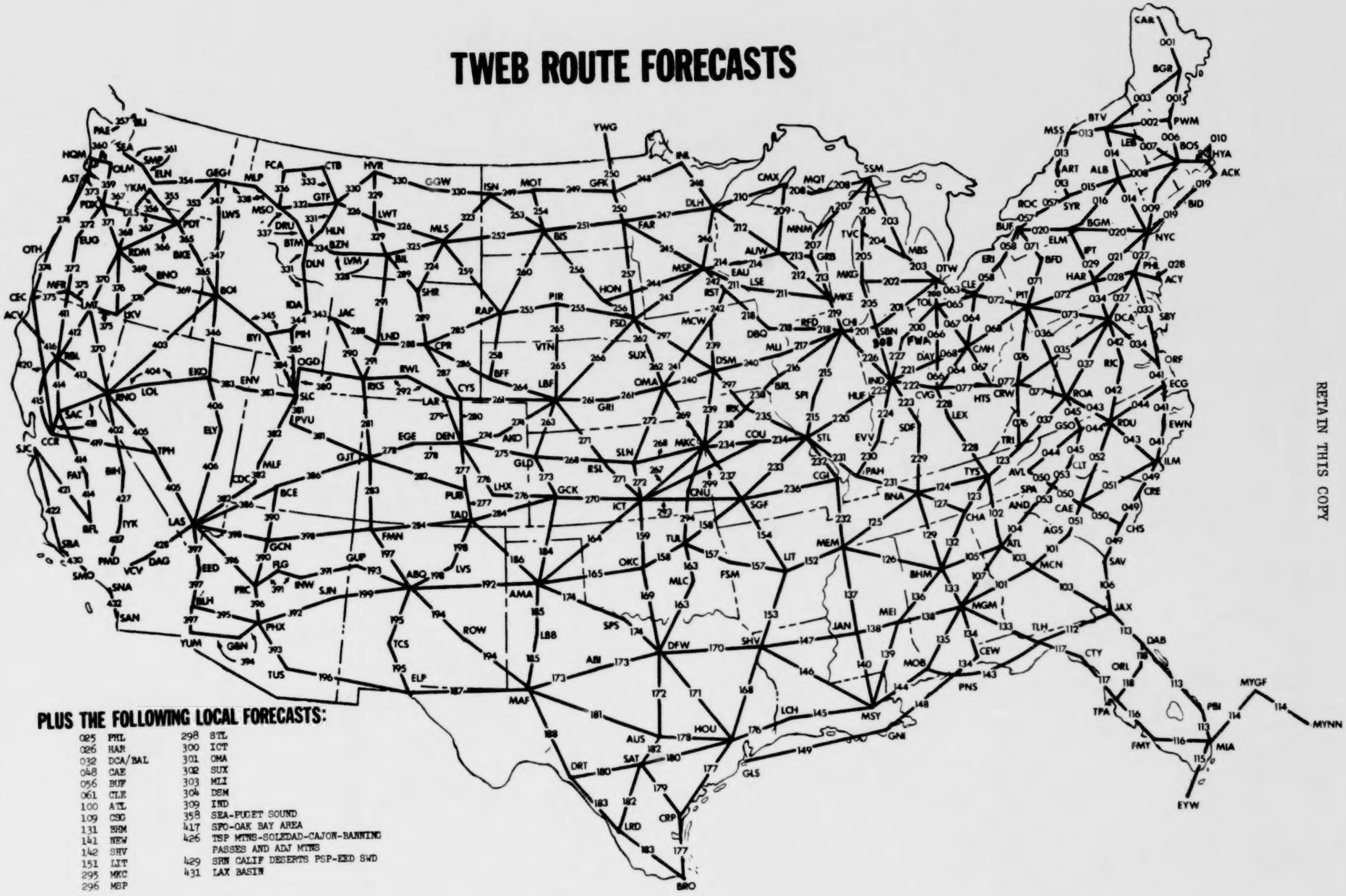
Entry readback is a feature of this system which allows an accuracy check for each item entered. As each identifier, altitude, or time is entered a readback will be spoken, generally in the phonetic alphabet. For some predetermined locations, the actual name of the airport will be spoken such that pilots can evaluate which response is preferable. For example, Washington National Airport (DCA) will be voiced as "Washington National."

Pilot utilization of this new concept is encouraged. Pilots who desire additional information on the system operation or who have questions and comments regarding system use or future system designs, please mail a self-addressed and stamped request to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

RETAIN THIS COPY

TWEB ROUTE FORECASTS


CAR
BGR
PWM
BTV
MSS
LEB
BOS
HYA
ACK
BID
ART
ALB
ROC
SYR
BGM
BUF
ELM
IPT
NYC
PHL
ACY
HAR
BFD
ERI
CLE
PIT
DCA
SBY
RIC
ORF
ECG
EWN
RDU
ROA
GSO
ILM
CLT
AVL
SPA
AND
CAE
CRE
CHS
AGS
SAV
MCN
ATL
JAX
DAB
ORL
TPA
FMY
PBI
MIA
EYW
MYGF
MYNN
CTY
TLH
CEW
PNS
MOB
MGM
BHM
CHA
TYS
TRI
CRW
HTS
LEX
CMH
DAY
CVG
TOL
FWA
DTW
MBS
TVC
SSM
MQT
CMX
MNM
GRB
MKG
MKE
SBN
CHI
IND
SDF
EVV
HUF
SPI
STL
CGI
PAH
BNA
MEM
MEI
JAN
MSY
GNI
GLS
LCH
HOU
SHV
LIT
FSM
TUL
MLC
OKC
DFW
SPS
ABI
AUS
SAT
CRP
BRO
LRD
DRT
MAF
LBB
AMA
ROW
ELP
TCS
ABQ
LVS
GUP
FMN
TAD
PUB
DEN
AKO
LHX
GCK
GLD
ICT
CNU
SGF
COU
MKC
SLN
RSL
IRK
BRL
MLI
DBQ
RFD
DSM
MCW
OMA
SUX
GRI
LBF
VTN
FSD
HON
RST
MSP
EAU
AUW
LSE
DLH
INL
FAR
GFK
YWG
BIS
MOT
ISN
PIR
RAP
BFF
CYS
LAR
CPR
LND
RKS
RWL
EGE
GJT
SHR
BIL
MLS
GGW
HVR
LWT
GTF
CTB
HLN
BZN
LVM
DLN
BTM
MSO
DRU
FCA
MLP
GEG
LWS
PDT
YKM
ELN
SEA
SMP
OLM
BLI
PAE
HQM
AST
PDX
DLS
EUG
RDM
BKE
BOI
BNO
OTH
MFR
LMT
LKV
CEC
ACV
RBL
RNO
LOL
SAC
CCR
SJC
FAT
BIH
TPH
IYK
BFL
SBA
SMO
PMD
DAG
VCV
SNA
SAN
LAS
EED
BLH
YUM
PHX
GBN
TUS
PRC
INW
FLG
GCN
BCE
CDC
MLF
ELY
EKO
ENV
SLC
OGD
PVU
PIH
IDA
BYI
JAC

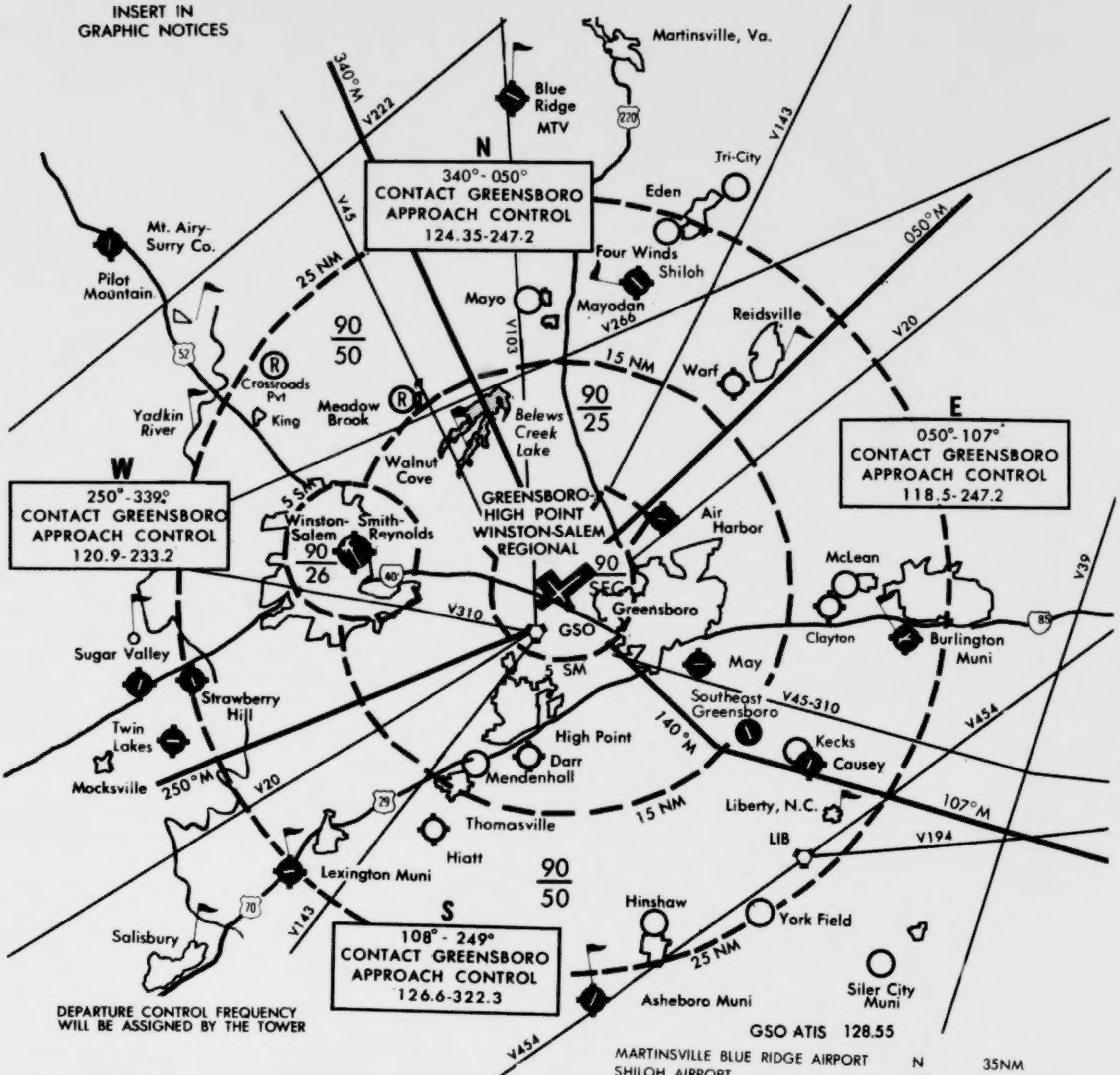
PLUS THE FOLLOWING LOCAL FORECASTS:

025	PHL	298	STL
026	HAR	300	ICT
032	DCA/BAL	301	OMA
048	CAE	302	SUX
056	BUF	303	MLI
061	CLE	304	DSM
100	ATL	309	IND
109	CSG	358	SEA-PUGET SOUND
131	BHM	417	SFO-OAK BAY AREA
141	NEW	426	TSP MTNS-SOLEDAD-CAJON-BANNING PASSES AND ADJ MTNS
142	SHV	429	SRN CALIF DESERTS PSP-EED SWD
151	LIT	431	LAX BASIN
295	MKC		
296	MSP		

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

GREENSBORO-HIGH POINT-WINSTON SALEM REGIONAL
FIELD ELEV. 926′ MSL

INSERT IN
GRAPHIC NOTICES


N
340°- 050°
CONTACT GREENSBORO
APPROACH CONTROL
124.35-247.2
E
050°- 107°
CONTACT GREENSBORO
APPROACH CONTROL
118.5-247.2
W
250°- 339°
CONTACT GREENSBORO
APPROACH CONTROL
120.9-233.2
S
108°- 249°
CONTACT GREENSBORO
APPROACH CONTROL
126.6-322.3
Martinsville, Va.
Blue Ridge MTV
220
Tri-City
Eden
Four Winds
Shiloh
Mayo
Mayodan
Reidsville
Mt. Airy-Surry Co.
Pilot Mountain
52
Crossroads Pvt
King
Meadow Brook
Yadkin River
Belews Creek Lake
Walnut Cove
Warf
Air Harbor
Winston-Salem
Smith-Reynolds
40
GREENSBORO-HIGH POINT WINSTON-SALEM REGIONAL
GSO
Greensboro
McLean
Clayton
Burlington Muni
85
May
Southeast Greensboro
Kecks
Causey
Sugar Valley
Strawberry Hill
Twin Lakes
Mocksville
High Point
Darr
Mendenhall
Thomasville
Hiatt
29
Lexington Muni
Salisbury
70
Liberty, N.C.
LIB
Hinshaw
York Field
Asheboro Muni
Siler City Muni
340°M
050°M
107°M
140°M
250°M
V222
V45
V103
V266
V143
V20
V39
V310
V45-310
V454
V194
25 NM
15 NM
5 SM
90
50
90
25
90
26
90
SFC
DEPARTURE CONTROL FREQUENCY WILL BE ASSIGNED BY THE TOWER
GSO ATIS 128.55

LEGEND

🚩 VFR CHECK POINT

90 CEILING IN HUNDREDS OF FEET MSL

50 FLOOR IN HUNDREDS OF FEET MSL

MARTINSVILLE BLUE RIDGE AIRPORT	N	35NM
SHILOH AIRPORT	NE	25NM
REIDSVILLE	NE	20NM
BELEWS CREEK LAKE	N	14NM
BURLINGTON AIRPORT	E	25NM
SOUTHEAST GREENSBORO AIRPORT	SE	15NM
LIBERTY	SE	23NM
ASHEBORO AIRPORT	S	26NM
LEXINGTON AIRPORT	SW	25NM
SALISBURY	SW	30NM
TWIN LAKES AIRPORT	SW	27NM
YADKIN RIVER	W	25NM
PILOT MOUNTAIN	NW	32NM

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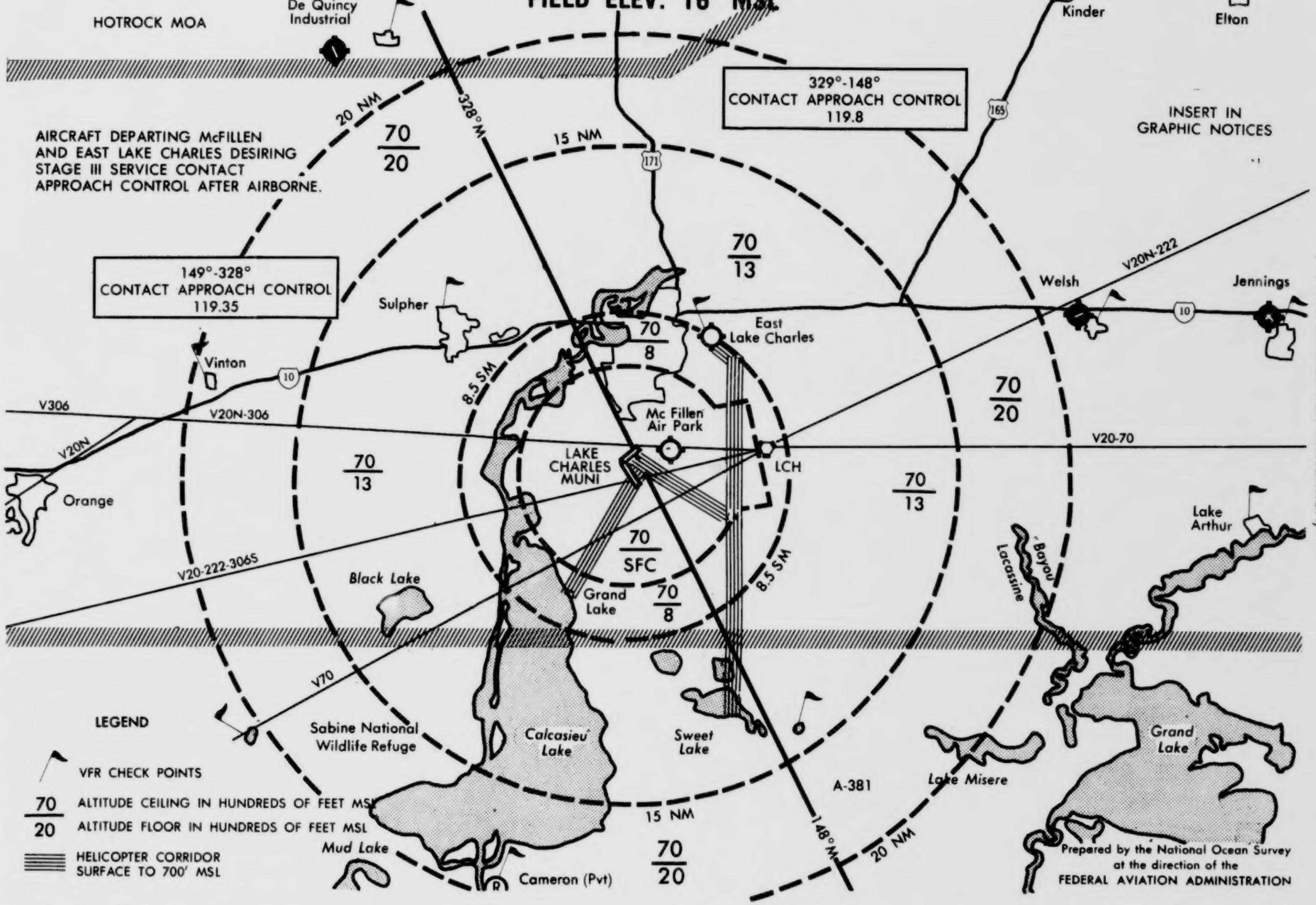
LAKE CHARLES, LOUISIANA
LAKE CHARLES MUNICIPAL AIRPORT
FIELD ELEV. 16' MSL



HOTROCK MOA
De Quincy Industrial
Kinder
Elton
165
171
328°M
20 NM
15 NM
8.5 SM
70/20
70/13
70/8
70/SFC
Sulpher
Vinton
10
V306
V20N-306
V20N
Orange
V20-222-306S
Black Lake
V70
Sabine National Wildlife Refuge
Calcasieu Lake
Mud Lake
Cameron (Pvt)
East Lake Charles
Mc Fillen Air Park
LAKE CHARLES MUNI
Grand Lake
LCH
V20-70
V20N-222
Welsh
Jennings
Lake Arthur
Bayou Lacassine
Sweet Lake
A-381
Lake Misere
148°M
Grand Lake
LEGEND
VFR CHECK POINTS
70 ALTITUDE CEILING IN HUNDREDS OF FEET MSL
20 ALTITUDE FLOOR IN HUNDREDS OF FEET MSL
HELICOPTER CORRIDOR SURFACE TO 700' MSL

329°-148°
CONTACT APPROACH CONTROL
119.8

149°-328°
CONTACT APPROACH CONTROL
119.35

AIRCRAFT DEPARTING McFILLEN AND EAST LAKE CHARLES DESIRING STAGE III SERVICE CONTACT APPROACH CONTROL AFTER AIRBORNE.

INSERT IN GRAPHIC NOTICES

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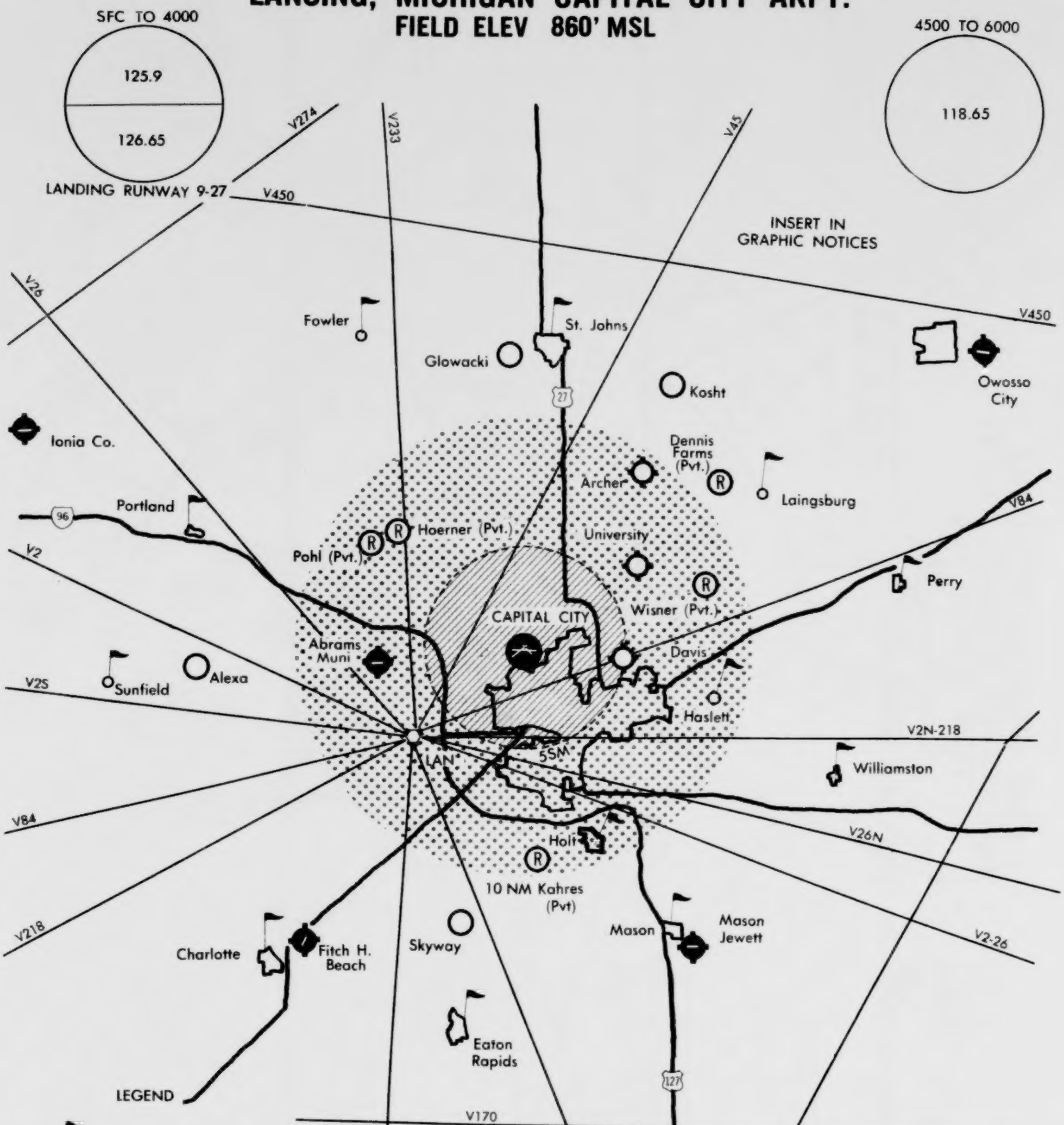
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

LANSING, MICHIGAN CAPITAL CITY ARPT.
FIELD ELEV 860' MSL


SFC TO 4000
125.9
126.65
LANDING RUNWAY 9-27
4500 TO 6000
118.65
INSERT IN
GRAPHIC NOTICES
V274
V233
V45
V450
V450
V26
Fowler
St. Johns
Glowacki
Kosht
27
Owosso
City
Ionia Co.
Dennis
Farms
(Pvt.)
Archer
Laingsburg
Portland
96
V84
Hoerner (Pvt.)
Pohl (Pvt.)
University
V2
Wisner (Pvt.)
Perry
CAPITAL CITY
Abrams
Muni
Davis
Sunfield
Alexa
V25
Haslett
V2N-218
LAN
5SM
Williamston
V84
Holt
V26N
10 NM Kahres
(Pvt)
V218
Charlotte
Fitch H.
Beach
Skyway
Mason
Mason
Jewett
V2-26
Eaton
Rapids
127
V170
V233
V45
V353
LEGEND

VFR CHECK POINTS

▨ SURFACE TO 6000' MSL
WITHIN AIRPORT CONTROL ZONE

⁘ 2400' MSL TO 6000' MSL

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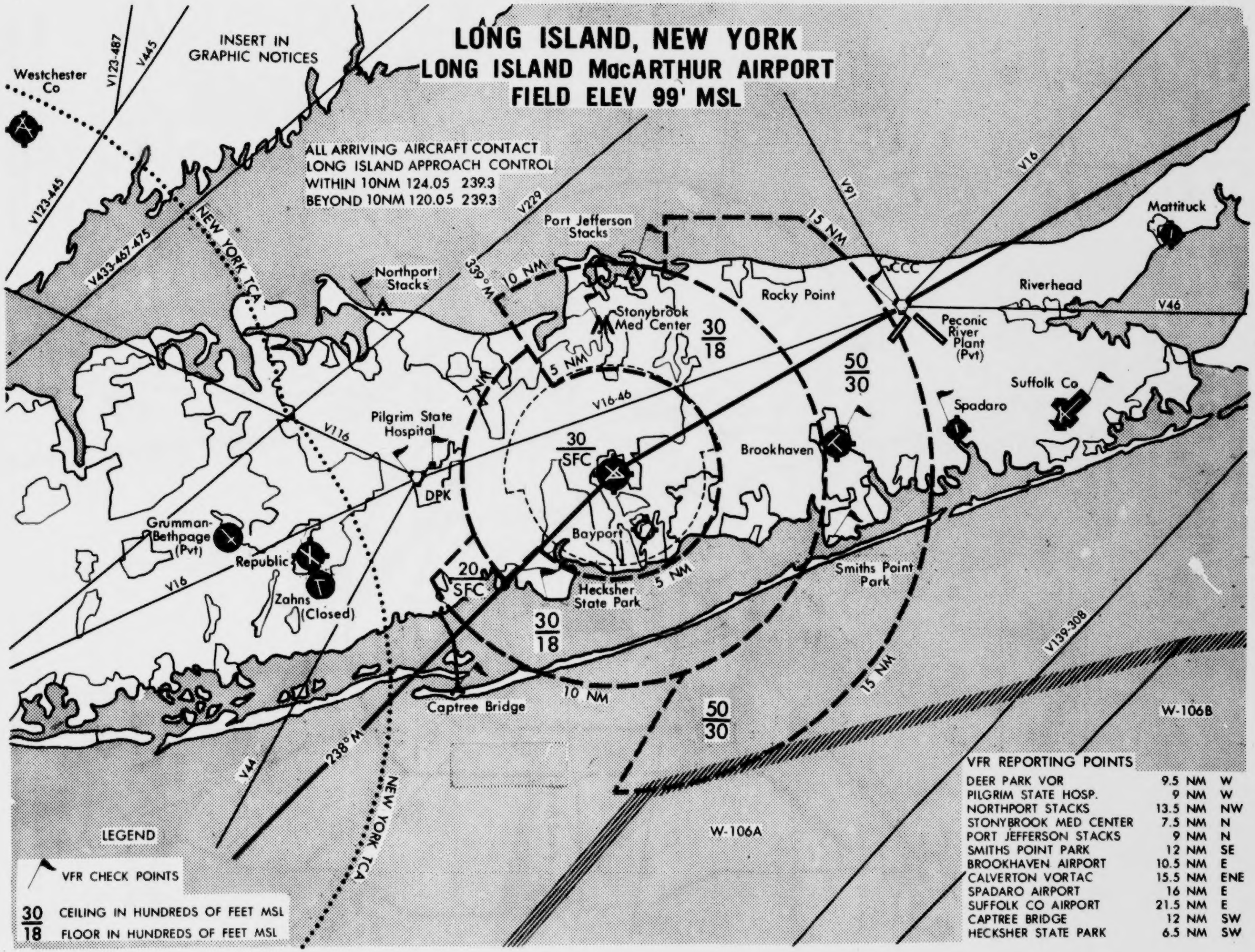
LONG ISLAND, NEW YORK
LONG ISLAND MacARTHUR AIRPORT
FIELD ELEV 99' MSL


INSERT IN GRAPHIC NOTICES
Westchester Co
V123-487
V445
V123-445
V433-467-475
NEW YORK TCA
V229
Port Jefferson Stacks
Northport Stacks
339° M
10 NM
5 NM
7 NM
Stonybrook Med Center
30
18
15 NM
V91
V16
Rocky Point
CCC
Riverhead
Mattituck
V46
Peconic River Plant (Pvt)
50
30
Suffolk Co
Spadaro
Brookhaven
V16-46
30
SFC
Pilgrim State Hospital
V116
DPK
Grumman-Bethpage (Pvt)
Republic
V16
Zahns (Closed)
Bayport
20
SFC
Hecksher State Park
5 NM
30
18
Smiths Point Park
V139-308
15 NM
10 NM
Captree Bridge
50
30
W-106B
V44
238° M
NEW YORK TCA
W-106A
LEGEND
VFR CHECK POINTS
30
18
CEILING IN HUNDREDS OF FEET MSL
FLOOR IN HUNDREDS OF FEET MSL

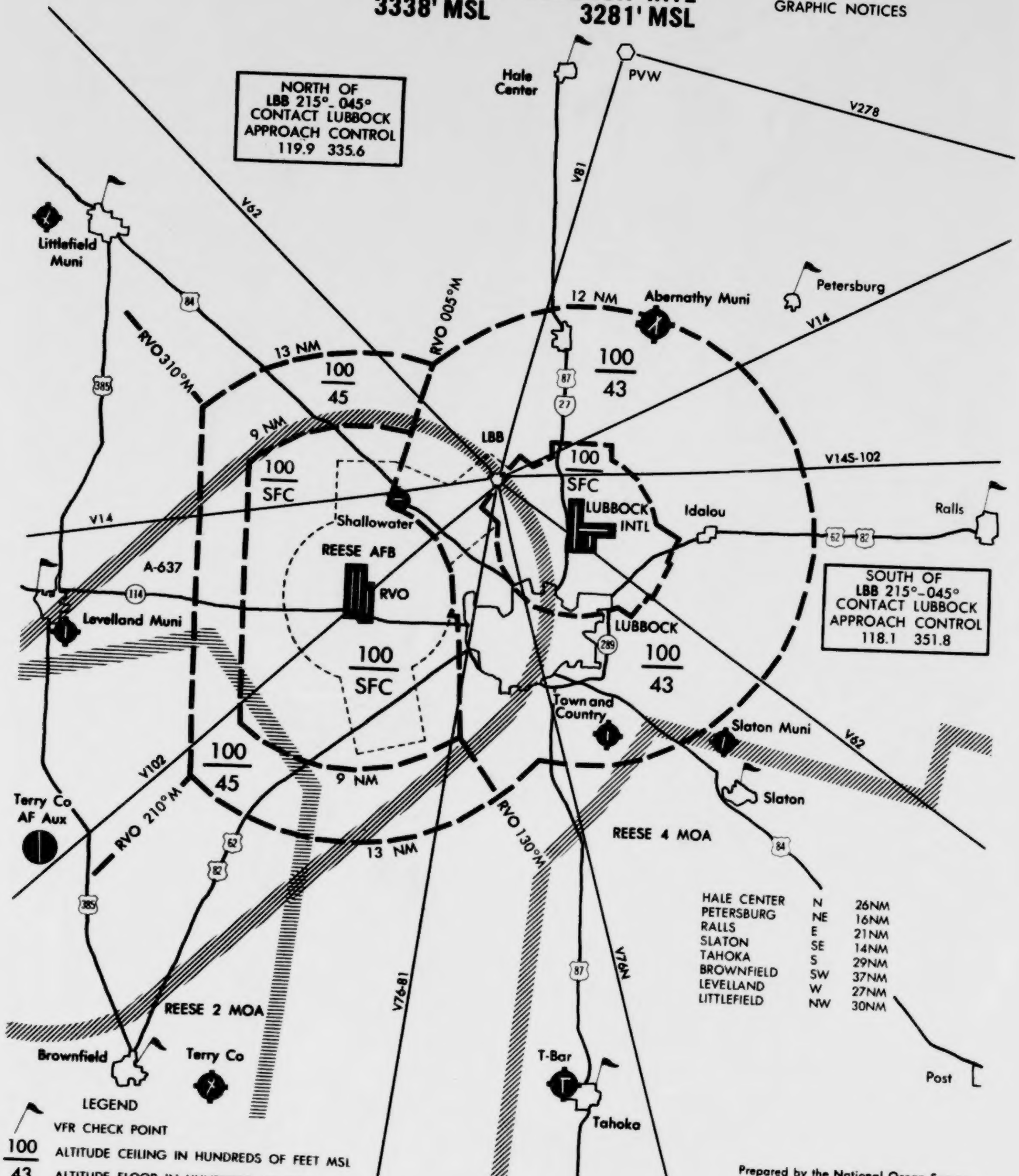
ALL ARRIVING AIRCRAFT CONTACT
LONG ISLAND APPROACH CONTROL
WITHIN 10NM 124.05 239.3
BEYOND 10NM 120.05 239.3

VFR REPORTING POINTS		
DEER PARK VOR	9.5 NM	W
PILGRIM STATE HOSP.	9 NM	W
NORTHPORT STACKS	13.5 NM	NW
STONYBROOK MED CENTER	7.5 NM	N
PORT JEFFERSON STACKS	9 NM	N
SMITHS POINT PARK	12 NM	SE
BROOKHAVEN AIRPORT	10.5 NM	E
CALVERTON VORTAC	15.5 NM	ENE
SPADARO AIRPORT	16 NM	E
SUFFOLK CO AIRPORT	21.5 NM	E
CAPTREE BRIDGE	12 NM	SW
HECKSHER STATE PARK	6.5 NM	SW

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

LUBBOCK, TEXAS
REESE AFB - LUBBOCK INTL
3338' MSL 3281' MSL

INSERT IN GRAPHIC NOTICES


Hale Center
PVW
V278
V81
V62
Littlefield Muni
84
385
RVO 310°M
RVO 005°M
13 NM
12 NM
Abernathy Muni
Petersburg
V14
100
45
100
43
87
27
9 NM
LBB
100
SFC
V14S-102
100
SFC
Shallowater
LUBBOCK INTL
Idalou
Ralls
62
82
REESE AFB
RVO
A-637
114
Levelland Muni
LUBBOCK
289
100
SFC
100
43
Town and Country
Slaton Muni
V62
Slaton
V102
100
45
9 NM
Terry Co AF Aux
RVO 210°M
RVO 130°M
REESE 4 MOA
13 NM
62
82
385
87
V76N
V76-81
REESE 2 MOA
Brownfield
Terry Co
T-Bar
Tahoka
Post

NORTH OF
LBB 215°- 045°
CONTACT LUBBOCK
APPROACH CONTROL
119.9 335.6

SOUTH OF
LBB 215°-045°
CONTACT LUBBOCK
APPROACH CONTROL
118.1 351.8

HALE CENTER	N	26NM
PETERSBURG	NE	16NM
RALLS	E	21NM
SLATON	SE	14NM
TAHOKA	S	29NM
BROWNFIELD	SW	37NM
LEVELLAND	W	27NM
LITTLEFIELD	NW	30NM

LEGEND

VFR CHECK POINT

100 ALTITUDE CEILING IN HUNDREDS OF FEET MSL

43 ALTITUDE FLOOR IN HUNDREDS OF FEET MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

3 NOV 1980

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
trml	terminal
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VDP	visual descent point
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wea	weather
wkday	weekday
wkend	weekend
wpt	waypoint
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

DEC 8 1980

Item 431-C-5
[illegible]
TD 4.12/2:1980/25

J333-790
415

H 9323

CLASS TWO NOTAMS

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

December 11, 1980

Next Issue
December 25, 1980

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are Italicized.

A	
/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400' High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway
B	
BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond
C	
cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
crs	course
ctc	contact
CTLZ	Control Zone
D	
D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible distance measuring equipment
dsplcd	displaced
dstc	distance
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule
E	
E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except
F	
FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet
G	
govt	government
GS	glide slope
GWT	gross weight
H	
HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway
I	
IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
inop	inoperative
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System
J	
J-bar	jet runway barrier
K	
kHz	kilohertz
L	
L	left (used only to designate rwys) eg rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet
M	
MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MAC	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal
N	
N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required
O	
obstn	obstruction
ODALS	Omnidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun
P	
PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure
Q	
quad	quadrant
R	
R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

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NOTICES TO AIRMEN

INFORMATION CURRENT AS OF NOVEMBER 13, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

EFAS OUTLETS
DEN EFAS HESPERUS PEAK OUTLET FREQ. 122.0.
LAS EFAS MT POTOSI OUTLET FL 180/ABOVE 134.825.
NEW EFAS VERMILLION OUTLET FREQ. 122.0.
OAK EFAS ANGELES CAMP OUTLET FL 180/ABOVE 134.825.
PHX EFAS HUMBOLT MOUNTAIN OUTLET FL 180/ABOVE 134.825.

ALABAMA

GREENVILLE MUNI ARPT: Arpt Clsd indef. (11/80)

MONROEVILLE COUNTY ARPT: Thr lgts Rwy 03 OTS until 12/1. (10/80)

SELMA: VOR "CAQ" OTS until 1/15/81. (11/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

DOUGLAS: VORTAC "DUG" unmonitored and w/o voice when FSS clsd. (11/80) FSS hrs 0530-2100 until 1/4/81. (11/80) CTLZ hrs are 0530-2100. (11/80)

ARKANSAS

ALMYRA MUNI ARPT: Unicom freq 123.0. (11/80)

BATESVILLE REGIONAL ARPT: Thr Rwy 17 dsplcd 224 ft. (11/80)

HOT SPRINGS MEMORIAL FIELD ARPT: Rwy lgts Rwy 14-32 OTS until Jan 1981. (11/80)

LITTLE ROCK ADAMS FIELD: Rwy 04-22 7172 ft by 150 ft. (11/80) Thr Rwy 04 dsplcd 312 ft. (11/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indefly. (7/80)

STUTTGARD MUNI ARPT: Rwy 14-32 Clsd indefly. (11/80)

CALIFORNIA

ARCATA: Rwy 01-19 Rwy lgts OTS indef. VASI Rwy 01 OTS indef. (10/80)

LIVERMORE: 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80) Rwy 25 VASI OTS 12/1 thru 12/12. (11/80)

LOS ANGELES INTL Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MARIPOSA-YOSEMITE ARPT: Unicom freq 122.7. (11/80) VASI Rwy 08 and VASI Rwy 26 OTS until 7/31/81. (12/80)

MODESTO: Ctlz hrs are 0600-2200 daily. (9/80)

MONTAGUE SISKIYOU COUNTY ARPT: RAIL Rwy 17-35 OTS indef. (10/80)

OAKDALE ARPT: Rwy 10-28 3020 ft by 66 ft. (11/80)

SAN BERNARDINO TRI CITY ARPT: Rwys Clsd until 6/30/81. (12/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 12/15. (10/80) Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Arpt Clsd B747/L500/C5A until 12/15. No Tkof or lndg 2330-0630 excp lndg acft certd or flown in conformance with FAR 36 not exceeding 104 EPNdB at Tkof Ref point. Sked ACR dep or arr dlas pmtd until 2345. No tkof or lndg 2200-2330 and 0630-0700 excp acft not exceeding 104 EPNdB per FAR 36/AC 36-2A tkof M/Est EPNdB and AC 36-1B tkof meas EPNdB acft exceeding 104 EPNdB tkof and lndg dlas until 2215 and early arr after 0645 pmtd. (11/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

VISALIA GREEN ACRES ARPT: Thr Rwy 12 dsplcd 530 ft. Thr Rwy 30 dsplcd 550 ft. Rwy 12-30 2800 ft by 40 ft. (12/80)

WOODLAND-WATTS ARPT: Rwy 18-36 3770 ft by 60 ft. Thr Rwy 18 dsplcd 630 ft. Thr Rwy 36 dsplcd 385 ft. (11/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 122.95. (12/80) CTlz hrs 24 hr opns. (12/80)

DENVER STAPLETON INTL ARPT: Rwy 17C-35C clsd permly. Rwy 07-25 4864 ft by 75 ft. (11/80)

HUGO: VORTAC "HGO: unmonitored and w/o voice when La Junta FSS clsd. (11/80)

LA JUNTA: NDB "LHX" unmonitored when FSS clsd. (11/80) FSS hrs of operation 0600-2200;ctc Trinidad FSS other hours. (11/80) Rwy 26 2-Box VASI left side cmsnd. (12/80)

LAMAR: VORTAC "LAA" unmonitored and w/o voice when La Juanta FSS clsd. (11/80)

PAONIA NORTH FORK VALLEY ARPT: Rwy 05-23 4500 ft by 60 ft. (12/80)

PUEBLO MEMORIAL ARPT: Rwy 12-30 Clsd ngts UFN. (10/80)

CONNECTICUT

GROTON/NEW LONDON ARPT: Rwy 05-23 DT-WGT 200,000 lbs. (11/80)

OXFORD WATERBURY OXFORD: ILS Rwy 36 OTS until 6/11/81. (12/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Lgtd crane 275 ft West Rwy 15 until 9/82. (10/80)

FLORIDA

BRANDON ARPT: Unicom freq 122.7. (12/80)

LAKELAND: Ctlz suspended. (10/80)

MIAMI INTL ARPT: Rwy 09R-27L Clsd after 1800-0600 daily & MALSR Rwy 09R OTS until 1/07/81. (12/80)

ORMOND BEACH MUNI ARPT: Unicom freq 122.7. (12/80)

ST LUCIE COUNTY INTERNATIONAL ARPT: Unicom freq. 122.7. (11/80)

WINTER HAVEN'S GILBERT ARPT: Unicom freq 122.7. (11/80)

ZEPHYRHILLS MUNI ARPT: Rwy 04-22 S-Wgt 20,000 lbs; Rwy 14-32 S-Wgt 22,000 lbs; Rwy 18-36 S-Wgt 29,000, D-Wgt 49,000. (12/80)

GEORGIA

MOULTRIE Ctlz hrs are 0915-1815 daily (12/80)

ROME: VORTAC operating unrestricted. (10/80)

IDAHO

IDAHO FALLS FANNING FLD ARPT: Twr hrs are 0630-2200. (11/80)

FRIEDMAN MEMORIAL ARPT: 4-Box VASI Left Side Rwy 13/31. (11/80)

ILLINOIS

AURORA MUNI ARPT: REIL Rwy 27 & Rwy 18 OTS until 1/5/81. (12/80)

DANVILLE/VERMILLION COUNTY ARPT: Ctlz hrs 24 hrs. (12/80) Twr Hrs are 0700-1900. (11/80)

LITCHFIELD: NDB "LTD" OTS until 1/1. (11/80)

MATOON-CHARLESTON COLES COUNTY MEM ARPT: VASI Rwy 06 & Rwy 24 OTS until 12/18. (11/80)

SUBLETTE TRUCKENBROD ARPT: Arpt permly Clsd. (11/80)

UTICA STARVED ROCK AIRPARK ARPT: Arpt permly Clsd. (11/80)

INDIANA

CONNERSVILLE METTEL FLD ARPT: Rwy 18/36 Rwy lgts OTS indefly. (11/80)

LAFAYETTE HALSMER ARPT: Unicom freq 122.8. (12/80)

MARION MUNI ARPT: Rwy 15/33 Rwy lgts OTS indefly. (11/80)

MICHIGAN CITY ARPT: CD freq **134.8.** (12/80)

MICHIANNA ARPT: MALSF Rwy 09 CMSN. (11/80) **LOC Rwy 09 unusable byn 20 deg N of cntrln blo 4500. (12/80)**

RAMSEY GLEN-AIRE RANCH ARPT: Arpt Clsd permly. (12/80)

WINAMAC ARPT:NDB Cmsnd. (12/80)

IOWA

DAVENPORT: Ctlz hrs are 0800-1630 daily. (11/80)

DECORAH: NDB "DEH" OTS until 12/31. (11/80)

HAMPTON MUNI ARPT: Unicom freq 122.7. For Rwy lgts key 122.7 5 times for high. (12/80)

LARCHWOOD ZANGGER ARPT: Rwys 12-30 and 04-22 Clsd permly. (12/80)

LEMARS MUNI ARPT: For Rwy lgts key 122.8 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

MARSHALLTOWN MUNI ARPT:RCO 122.15 cmsnd. (10/80)

KANSAS

ELLSWORTH MUNI ARPT: Rwy 17-35 3100 ft. by 50 ft. (11/80)

GOODLAND: CTLZ operates 24 hours.

KINSLEY MUNI ARPT: Thr Rwy 18R dsplcd 180 ft. Thr Rwy 36L dsplcd 385 ft. Thr Rwy 18L dsplcd 180 ft. (12/80)

LIBERAL MUNI ARPT: GS Rwy 35 OTS until 1/22/81. (10/80)

MANHATTAN MUNI ARPT: Rwy 31 4-Box VASI left side cmsnd. (12/80)

OLATHE JOHNSON COUNTY INDUSTRIAL ARPT: Thr Rwy 13 dsplcd 1200 ft. (12/80)

WAKEENEY ARPT: Rwy 17-35 2690 ft by 50 ft. (12/80)

KENTUCKY

NO NOTICES THIS ISSUE

LOUISIANA

JONESBORO ARPT: Arpt Clsd until 1/1/81. (11/80)

LAKEFRONT ARPT: Rwy 13-31 permly Clsd. (11/80)

SHREVEPORT REGIONAL ARPT: Rwy 14-32 8350 ft by 200 ft. Thr Rwy 32 dsplcd 375 ft. (11/80)

SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

PITTSFIELD MUNI ARPT: Rwy 01 4-Box VASI left side cmsnd. (12/80)

GREENVILLE MUNI ARPT: Rwy 32 4-Box VASI left side cmsnd (12/80)

GREENVILLE: NDB "XQA" unusable 180-360 beyond 20 NM. (12/80)

PRINCETON: DME unusable 300-330 degrees below 4500 ft. beyond 25 NM. (10/80)

WATERVILLE ROBERT LAFLEUR AIRPORT: LOC OTS until 12/25. (11/80)

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

NO NOTICES THIS ISSUE

MICHIGAN

ALLEGAN PADGHAM FLD ARPT: Rwy 10 2-Box VASI left side cmsnd. Rwy 28 2-Box VASI left side cmsnd. (12/80)

DECKERVILLE LAMONT ARPT: Thr Rwy 09 dsplcd 262 ft. (11/80)

IRON MOUNTAIN/KINGSFORD: Ctlz hrs are 0515-2215 daily. (11/80)

IRONWOOD: CTLZ hrs are 0500-2215. (11/80)

LAKEVIEW ARPT: For rwy lgts key 121.8. (11/80)

MACKINAC ISLAND ARPT: RCO 122.5 Cmsnd. (10/80) VASI 2-Box left side cmsnd Rwy 08. VASI 2-Box left side cmsnd Rwy 26.

HARRY BROWN ARPT: Rwy 09-27 3500 ft. by 75 ft. (11/80) VASI 2-Box left side cmsnd Rwy 09. VASI 2-Box left side cmsnd Rwy 27. (11/80)

MARYVILLE MEML ARPT: For rwy lgts key 122.8 3 times in 5 sec for low; 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

SAGINAW TRI-CITY ARPT: Rwy 05-23 NE 189 ft clsd UFN. (11/80)

TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 122.95. (10/80)

MINNESOTA

BRAINERD: Ctlz hrs are 0600-2030 daily. (11/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

ROCHESTER MUNI ARPT: GS Rwy 31 OTS until 12/25. (11/80) SSALR/RVR OTS until 2/4/81. (11/80)

STEPHEN MUNI ARPT: Thr Rwy 35 dsplcd 200 ft day and 260 ft night. (11/80)

WINDOM MUNI ARPT: For Rwy lgts key 122.8 5 times for med; 7 times for high & REILS. (11/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT: Unicom freq 122.8. (10/80)

RAYMOND JOHN BELL WILLIAMS ARPT: Arpt permly Clsd. (12/80)

MISSOURI

JEFFERSON CITY: CTLZ hrs are 0600-2130. (11/80)

LAMBERT-ST LOUIS INTL ARPT: Rwy 17-35 Clsd until 1/81. (10/80) MM Rwy 30L OTS until 1/1/81. (12/80)

JOPLIN MUNI ARPT: Rwy 13 RAIL OTS until 10/1/81. (11/80)

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

ST. JOSEPH: CTLZ hrs are 0700-2200 daily. (11/80)

WARRENSBURG SKYHAVEN ARPT: Unicom freq 123.0. (11/80)

MONTANA

BILLINGS LOGAN INTL ARPT: Rwy 22 4-Box VASI left side cmsnd. (12/80)

WHITE SULPHUR SPRINGS ARPT: Unicom freq 122.8. For rwy lgts key 122.8 3 times for low; 5 times for med; 7 times for high. (12/80)

NEBRASKA

BATTLE MOUNTAIN: VORTAC "BAM" DME portion unusable on radial 246 beyond 38 NM below 11000. VOR portion unusable 050-060 beyond 30 NM below 12000; 115-165 beyond 15 NM below 12000; 225-290 beyond 15 NM below 12000. (12/80)

HASTINGS MUNI ARPT: Rwy 04-22 4500 ft by 75 ft. (11/80)

HEBRON MUNI ARPT: Rwy 17-35 Clsd permly. Rwy 12-30 3600 ft by 60 ft. (12/80)

WELLS: VOR "LWL" unusable 060-070 beyond 20 NM below 12000; 115-125 beyond 20 NM below 13000; 180-215 beyond 10 NM; 330-350 beyond 15 NM below 13000; 350-040 beyond 25 NM below 12000. (12/80)

NEVADA

TONOPAH ARPT: Arpt Clsd ngts until 2/1/81. Rwy lgts OTS until 2/1/81. (10/80)

NEW HAMPSHIRE

NO NOTICES THIS ISSUE

NEW JERSEY

CALDWELL, ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)

LINCOLN PART ARPT: Rwy 01-19 3075 ft by 40 ft. Thr Rwy 01 dsplcd 840 ft. Thr Rwy 19 dsplcd 240 ft. (12/80)

SUSSEX ARPT: Unicom freq 122.7. (11/80)

NEW MEXICO

TAOS: NDB "SKX" OTS until 12/31. (11/80)

SOCORRO MUNI ARPT: Unicom freq 122.8. (12/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS 12/30. (12/80) Rwy 01-19 7200 ft by 150 ft. (12/80) GS Rwy 19 OTS until 12/31. (12/80)

JOHNSTOWN FULCO ARPT: Arpt Clsd UFN. (10/80)

NEWBURGH STEWART ARPT: Rwy 09-27 11818 ft. by 150 ft. Rwy 09 thr dsplcd 2000 ft. Rwy 27 thr dsplcd 2000 ft. (11/80)

ODGENSBURG, ODGENSBURG INTL ARPT: Large concentration of birds on or near vicinity of arpt particularly durg poor weather periods. (10/80)

PERRY PERRY-WARSAW ARPT: Arpt Clsd indefly. (12/80)

POUGHKEEPSIE DUTCHESS COUNTY ARPT: Arpt Clsd CAB Cert Acr oper Sat-Sun and Weekdays 2330-0730 except 10 min PPR. (11/80)

SYRACUSE HANCOCK INTL ARPT: Rwy 06-24 Clsd UFN. (12/80)

WELLSVILLE MUNI ARPT: Unicom freq 123.0. For Rwy lgts key 123.0 7 times for high; 5 times for med & 3 times for low. (12/80)

NORTH CAROLINA

CHARLOTTE DOUGLAS MUNI ARPT: ILS IM Rwy 36L OTS indef. (10/80)

RALEIGH-DURHAM ARPT: Rwy 14-32 Clsd UFN. (10/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 Clsd ngts; lgts OTS permly. (11/80)

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CAMBRIDGE: NDB "CDI" OTS. (11/80)

CIRVILLE: NDB "CYO" OTS until 12/31. (11/80)

CLEVELAND-HOPKINS INTL ARPT: First 460 ft Rwy 18L Clsd permly. (11/80)

COLUMBUS PORT COLUMBUS INTL ARPT: Rwy 28R thr no longer dsplcd. (11/80)

GALION MUNI ARPT: For Rwy lgts key 122.8 3 times low; 5 times med; 7 times high. (11/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

WILLARD ARPT: Rwy 10-28 4000 ft by 100 ft. Thr Rwy 10 dsplcd 200 ft. Thr Rwy 28 dsplcd 400 ft. (12/80)

OKLAHOMA

PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80)

OREGON

NO NOTICES THIS ISSUE

PENNSYLVANIA

ALTOONA-BLAIR COUNTY ARPT: Rwy 02 4-Box VASI left side cmsnd. Rwy 12 2-Box VASI left side cmsnd. (12/80)

CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)

SHARON ARPT: Arpt Clsd UFN. (10/80)

RHODE ISLAND

NEWPORT STATE ARPT: Rwy 04-22 S-WGT 18,000 lbs. Rwy 16-34 S-WGT 18,000 lbs. (11/80)

PAWTUCKET NORTH CENTRAL STATE ARPT: Rwy 05-23 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 15-33 S-WGT 30,000 lbs; D-WGT 60,000 lbs. (11/80)

WESTERLY STATE ARPT: Rwy 07-25 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 14-32 S-WGT 20,000 lbs; D-WGT 40,000 lbs. (11/80)

SOUTH CAROLINA

ABERDEEN: Ctlz hrs Mon-Fri continuous Sat-Sun 0600-2200. (11/80)

COLUMBIA METROPOLITAN ARPT: Rwy 23 4-Box VASI left side cmsnd. (12/80)

GREENVILLE DOWNTOWN ARPT: Rwy 09-27 4000 ft by 75 ft. Thr Rwy 09 dsplcd 170 ft. Thr Rwy 27 dsplcd 180 ft. (12/80)

LANCASTER COUNTY ARPT: Unicom freq 122.8. (12/80)

MC CORMICK COUNTY ARPT: Arpt Clsd indef. (11/80)

SOUTH DAKOTA

MITCHELL: Ctlz hrs are 0630-2200. (11/80)

TENNESSEE

BOLIVAR-HARDEMAN COUNTY ARPT: Rwy 18-36 4000 ft by 75 ft. First 500 ft Rwy 36 Clsd. VASIS Rwy 18 & Rwy 36 OTS until 12/25. (11/80)

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)

LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80)

SCOTT FIELD ARPT: ARPT Clsd ngts; Rwy lgts & Bcn OTS until 12/25. Rwy 15-33 4000 ft by 75 ft. (11/80)

TEXAS

BIG SPRINGS ARPT: Rwy 17R-35L Clsd indefly. (11/80)

CASTROVILLE: NDB "CVB" OTS until 1/1/82. (12/80)

DALHART MILLER AIRFLD ARPT: Rwy 17 thr dsplcd 685 ft. Rwy 35 thr dsplcd 345 ft. (11/80)

GAINESVILLE MUNI ARPT: Unicom freq 123.0. (11/80)

JASPER: RCO freq 122.5 cmsnd. (11/80)

LAREDO: LOC AND Glide Slope OTS until 1/15/81. (11/80)

MC ALLEN: LOC AND Glide Slope OTS until 12/31. (11/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

MINERAL WELLS: CTLZ hrs are 0700-1700 thru 12/27. (11/80)

MIAMI-ROBERTS COUNTY ARPT: Rwy 02-20 4060 ft. by 50 ft. Thr Rwy 20 dsplcd 402 ft. (11/80)

OLNEY MUNI ARPT: NDB OTS until 5/1/81. (10/80)

UTAH

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80) VORTAC "SLC" unusable 360-070 byn 20 NM blo 11200; 100-140 byd 30 NM blo 13000; 200-230 byd 25 NM byd blo 10800; 280-290 byd 25 NM blo 8100; 290-315 byd 35 NM blo 8600; 315-330 byd 20 NM blo 8600; 330-345 byd 24 NM blo 7000. (12/80)

SALT LAKE CITY MUNI 2 ARPT: Rwy 12-30 Clsd permly. (12/80)

VERMONT

BURLINGTON INTL ARPT: Unicom freq 122.95. (11/80)

VIRGINIA

CHARLOTTESVILLE-ALBEMARLE ARPT: Arpt Clsd CAB cert ACR opns 2300-0700 Sun-Fri & 2100-0700 Sat except PPR. (11/80)

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)

PETERSBURG MUNI APRT: Rwy 14-32 Clsd Acft 4000 lbs & over indefly. (12/80) Rwy 05-23 S-Wgt 30,000; D-Wgt 45,000; DT-Wgt 135,000. Rwy 14-32 S-Wgt 50,000; D-Wgt 75,000; DT-Wgt 135,000.

SOUTH HILL MUNI ARPT: Arpt Clsd permly. (12/80)

WINCHESTER SHAWNEE: VOR portion unusable 360-090 15 NM below 3000;090-180 beyond 15 NM below 4500;180-360 beyound 15 NM below 5000. (12/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

NO NOTICES THIS ISSUE

WEST VIRGINIA

FAIRMONT MUNI ARPT: Rwy 14-22 S-Wgt 12,500 lbs. (12/80)

PETERSBURG GRANT COUNTY ARPT: For rwy lgts key 122.8 5 times. (12/80) For Rwy lgts key 122.8. (12/80)

WISCONSIN

BURLINGTON: VOR now monitored. (11/80)

CUMBERLAND MUNI ARPT: Arpt and Rwy 01/19 open. Rwy 09-27 under const. (12/80)

GENOA CITY VINCENT ARPT: Unicom freq. 123.0. (12/80)

JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd UFN. (9/80)

KENOSHA: VOR now monitored. (11/80)

MADISON MOREY ARPT: For Rwy lgts & REIL key 123.5 5 times in 5 sec. (10/80)

MOSINEE: Ctlz hrs are 0430-0045 Sun-Fri and 0430-0200 Sat. (11/80)

OSHKOSH WITTMAN FLD ARPT: Rwy 27 4-Box VASI left side cmsnd. (12/80)

PLATTEVILLE: NDB "PVB" OTS until 12/21. (11/80)

STEVENS POINT MUNI ARPT: Rwy 03 4-Box VASI left side cmsnd. Rwy 21 4-Box VASI left side cmsnd. (12/80)

WYOMING

FORT BRIDGER MUNI ARPT: First 200 ft Rwy 24 permly Clsd. (9/80)

POWELL MUNI ARPT: For Rwy lgts key 122.7 3 times in 5 sec for low;5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD MAR-AUG

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS. **DO NOT** attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N100MA	DC49	Sil
N111R	C310	Wht/Org
N1229C	C414	Wht/Yel
N140PC	C172	Wht/Blu
N1543S	QA	Wht
N1568X	Piper	Wht/Grn
N2034T	C182	Whit/Org
N274C	B95	Wht/Gld
N27737	PA31	Wht
N28330	AA1	Wht/Org
N3184W	BE55	Wht/Blu/Gld
N31876	PA Lance	Wht/Brn
N3215Q	C401	Unk
N3434W	PA28	Wht/Red
N300BU	C310R	Blu/Wht
N36653	Seneca	Wht/Brn
N37101	C404	Wht/Blu
N37431	C421C	Wht/Blu
N39614	PA Lance	Wht
N40253	Aztec	Wht/Yel/Blk
N4596A	C152	Blu/Red/Wht
N4623U	C206	Tan
N47364	PA Seneca	Wht
N47645	PA2801T	Wht/Grn/Blk
N49947	C402	Wht/Red
N5363X	C206T	Wht/Mrn/Tan
N5427F	PA28	Wht
N55051	PA Seneca	Wht/Red/Blk
N56206	Stearman Bi-Plane	Blk
N6073Y	PAZT	Unk
N6174D	PA Tri-Pacer	Wht
N62BM	PAZT	Wht/Red/Blk
N6375C	C210	L.Blu/D.Blu
N63801	PA23-250	Brn/Org
N642LS	C411	Wht
N66TA	C421	Blu/Wht
N7074B	PA Supercub	Red/Wht
N732GU	C206 Super Skylane	Unk
N73578	C206 Stationair 8II	Unk
N761JE	C210	Gld/Brn/Wht
N761LN	CT210M	Wht/Brn/Org Trm
N7661S	Bellanca 7KCAB	Yel
N88700	C404 Titan	Wht/Red
N88832	C441	Gld/Wht
N9027Q	BE55	Unk
VQ-TAC	C310	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES	INDEX
NONE	

ABANDONED FACILITIES

AR	JACK GUNTER ARPT
AR	ANTHONY ISLAND SEAPLANE BASE
AR	HARRISON FIELD
ID	STRAWBERRY GLEN ARPT
IA	WELTY WAY HELIPORT
IA	EVENS SAIL PORT ARPT
LA	K C RANCE ARPT
MI	OTISVILLE RIXPORT ARPT
MI	RUNYON PRIVATE STRIP ARPT
NH	KEARSARGE VALLEY ARPT
NJ	ZIGFIELD ARPT
NM	RUNYAN ARPT
NY	ZAHNS ARPT
NC	ROCKY MOUNT DOWNTOWN ARPT
TX	S & S PATROL FIELD ARPT
TX	WAGON WHEEL SKY RANCH ARPT
TX	ALLISON RANCH ARPT
TX	W.M. ALLISON RANCH ARPT

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS THRU FDC 0/2119 NOVEMBER 26, 1980

SECTION 2

THE LISTING BELOW INCLUDES CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES AND AERONAUTICAL CHARTS; AND SELECTED FLIGHT RESTRICTIONS ISSUED PRIOR TO THE NORMAL PUBLICATION CYCLE. THESE REVISIONS SHOULD BE CONSULTED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU THE FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1945 FI/T /TAZ/ **TAYLORVILLE, IL.** NDB CORRECT U.S. GOVT ENROUTE LOW ALTITUDE CHART L-21 PANEL C EFFECTIVE 30 OCTOBER 1980 TAZ NDB FREQUENCY SHOULD BE 395.

FDC 0/1969 FI/T /2H3/ FAIRFIELD MUNI FAIRFIELD, IL. NDB RWY 36 AMDT 5 SI MINS /SI NDB/ VOR MINS NA.

#FDC 0/2043 FI/P /GBG/ GALESBURG MUNI, GALESBURG, IL. ILS RWY 2 AMDT 2 SI ILS RWY 2 DH 1013 HAT 250 VIS 3/4 MILE ALL CATS. SI LOC RWY 2 CATS A/B/C VIS 3/4 MILE. SI LOC VIS CATS A/B/C INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3. VOR RWY 2 ORIG SI VIS CATS A/B/C 3/4 MILE. SI VIS INCREASED 1/4 MILE FOR INOPERATIVE MALSR ALL CATS. THIS IS AMDT 1.

#FDC 0/2084 FI/T /GBG/ GALESBURG MUNI GALESBURG, IL. TAKEOFF MINIMUMS RWY 02 20 10 AND 28 STANDARD. FAR 135 AUTH RWY 02 3/4 MILE

INDIANA

FDC 0/1829 FI/T /FWA/ FORT WAYNE MUNI/BAER FIELD/, FORT WAYNE, IN. VOR RWY 22/TAC/AMDT 7 MIN ALT LINCY 3.5 DME INCREASE RADAR 1580. SINGLE BASIS SI RWY 22 AND CIRCLING MDA INCREASED TO 1580/HAT 781/HAA 780 ALL CATS, SI AND CIRCLING VIS CAT B 1 1/4 MILE CAT C 2 1/4 MILE AND CAT D 2 1/2 MILE. ALTERNATE MINS CAT C 800 - 2 1/4 CAT D 800 - 2 1/2.

FDC 0/1949 FI/T /SBN/ MICHIANA REGIONAL, SOUTH BEND, IN. LOC RWY 9 AMDT ORIG PROC TURN AND TRANSITION FROM SB LOM TO KNUTE INT/LOM NA. RADAR VECTOR REQUIRED.

MICHIGAN

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, **HASTINGS, MI.** VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

FDC 0/1545 FI/T /GLR/ OTSEGO COUNTY GAYLORD MI. VOR RWY 9 ORIG & VOR RWY 27 ORIG PROCS NA.

FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1598 FI/T /3HE/ LIVINGSTON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1599 FI/T /0G9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY. DETROIT,MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1679 FI/T /PTK/ OAKLAND-PONTIAC, PONTIAC, MI. VOR RWY 27L AMDT 11 AND LOC BC RWY 27L AMDT 4 SI RWY 27L MDA 1520/ HAT 544 ALL CATS. VIS CAT C 1 1/2 MILE, CAT D 1 3/4 MILE. CIRCLING MDA 1520/HAA 540 CAT A, B.

FDC 0/1732 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 4 ADD PROC DATA NOTE RADAR REQUIRED.

FDC 0/1772 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS MI. NDB-A AMDT 1 PROC NA.

FDC 0/1845 FI/T /3CM/JAMES CLEMENTS MUNICIPAL, BAY CITY, MI. VOR-A AMDT 5 CAT D MDA 1500/HAA 915 VIS 3 MILES. TKOF MINS RWY 36 700-2. IFR DEPARTURE PROCEDURES RWYS 5, 9, 18, 23 AND 27 CLIMB RWY HEADING TO 1500 BEFORE TURNING.

FDC 0/1966 FI/T /APN/ PHELPS COLLINS, ALPENA, MI. NDB RWY 36 AMDT 3 AND ILS RWY 36 AMDT 3 ALTN MINS NA.

FDC 0/1984 FI/T /MBS/ SAGINAW, MI. ILS RWY 5 AMDT 8 PROC NA.

#FDC 0/2011 FI/T /35D/ PADGHAM FIELD, ALLEGAN, MI. VOR RWY 28 AMDT 7 ADD PROC DATA NOTE ACTIVATE MIRL AND VASI RWY 10-28 AND REIL RWY 28 ON 122.8.

OHIO

FDC 0/1722 FI/T /YNG/ YOUNGSTOWN MUNI OH. RADAR-1 AMDT 6 SI RWY 5 MDA 1540, HAT 396 ALL CATS. 1 MILE VIS CAT A B C 1 1/4 MILE VIS CAT D. RWY 5 FAF 5 MILES FROM THR MIN ALT 2700. FINAL APPROACH COURSE 050. MISSED APPROACH POINT 1/2 MILE FROM THR. CLIMB TO 2700, THEN DIRECT YNG VORTAC AND HOLD, NORTH, RIGHT TURN, 183 INBOUND.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1177 FI/T V-148 HAYWARD WISCONSIN VOR TO IRONWOOD MICHIGAN VOR CHANGE MOCA FROM 2100 MSL TO 3100 MSL.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

#FDC 0/2079 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS, CT. ILS RWY 24 ORIG SI ILS DH 420 HAT 250. SI ILS AND SI LOC VIS ALL CATS RVR 5000 FEET. INOPERATIVE TABLE DOES NOT APPLY.

#FDC 0/2082 FI/T /HVN/TWEED-NEW HAVEN, NEW HAVEN CT. ILS RWY 02 AMDT 7 SI ILS VIS 1 MILE ALL CATS.

MAINE

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,B 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 0/1666 FI/T /B19/ BIDDERFORD MUNI BIDDERFORD ME. RADAR - 1 ORIG PROC NA.

FDC 0/1667 FI/T /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME. RADAR - 1 ORIG PROC NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/1848 FI/T /BOS/ LOGAN INTERNATIONAL BOSTON MA. ILS RWY 33L AMDT 15 DISTANCE TO

THRESHOLD FROM MM IS 0.4 NM. GS ALT AT MM 205 FEET.

#FDC 0/2089 FI/T /BAF/ BARNES MUNI, WESTFIELD, MA. ILS RWY 20 AMDT 2. SI ILS DH 520 HAT 250 VIS 3/4 MILE ALL CATS, INOPERATIVE TABLE DOES NOT APPLY. SI LOC CATS A/B VIS 3/4 MILE, WHEN MALSR INOPERATIVE INCREASE CATS A/B VIS 1/4 MILE.

#FDC 0/2094 FI/T /EWB/ NEW BEDFORD MUNI/ NEW BEDFORD/ MA. ILS RWY 5 AMDT 15. SI ILS DH 322 HAT 250 VIS RVR 4000 ALL CATS/ INOPERATIVE TABLE DOES NOT APPLY. SI LOC VIS CATS A/B RVR 4000 WHEN ALSF INOPERATIVE INCREASE CATS A/B VIS TO RVR 5000. TAKEOFF MINIMUMS. CHANGE FAR 135 AUTH FOR RWY 5 TO RVR 4000.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY. 1 PROC NA.

NEW HAMPSHIRE

FDC 0/1595 FI/T /EEN/ DILLANT-HOPKINS, KEENE,NH ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW JERSEY

#FDC 0/2025 FI/P /MIV/ MILLVILLE MUNI, MILLVILLE, NJ. LOC RWY 10 AMDT 1 SI VIS 3/4 MILE CATS A/B/C. DELETE INOPERATIVE TABLE DOES NOT APPLY. THIS IS AMDT 2.

#FDC 0/2085 FI/P /AIY/ ATLANTIC CITY MUNI BADER FIELD ATLANTIC CITY N.J. VOR-A ORIG DME MINIMA MDA 700/HAA 691 CATS A/B. THIS IS AMDT 1.

NEW YORK

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1507 FI/T /HPN/ WESTCHESTER COUNTY WHITE PLANS NY. ILS RWY 16 AMDT 18 SI ILS RVR 2400 ALL CATS. S-LOC RVR 2400 CATS A B AND C RVR 4000 CAT D. NDB RWY 16 AMDT 16. S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. RADAR RWY 16 AMDT 1 ASR S-16 RVR 4000 CATS A B AND C RVR 5000 CAT D. TAKEOFF MINIMUMS RWY 16 RVR 5000. FAR 135 AUTHORIZATION. RWY 16 RVR 2400.

FDC 0/1909 FI/T /SWF/ STEWART, NEWBURGH, NY ILS RWY 9 AMDT 1 PROC NA.

FDC 0/1911 FI/T /ALB/ ALBANY COUNTY, ALBANY, NY VOR RWY 19 AMDT 16. VDP AT 2.2 DME, DISTANCE VDP TO RWY 19 THRESHOLD 1.6 NM.

FDC 0/1967 FI/T /NOO/ OSWEGO COUNTY, FULTON. NY. VOR/DME RWY 33 AMDT 2 SI RWY 33 MDA 940 FEET HAT 471 FEET ALL CATS. VIS CATS A/B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. CIRCLING MDA CATS A/B/C 940 FEET, CAT D 1020 FEET, HAA CATS A/B/C 471 FEET, CAT D 551 FEET.

FDC 0/1991 FI/T /GFL/ WARREN COUNTY, GLEN FALLS, NY. VOR/DME RWY 19 AMDT 5. SI MINS NA. MIN ALTITUDE 4 DME 1900 FEET. CIRCLING MDA CAT A/B/C 880 FEET. CAT D 900 FEET.

FDC 0/2067 FI/T /9G6/ PINE HILL, ALBION, NY. VOR RWY 28 ORIG SI AND CIRCLING MDAS CATS A/B 1400 FEET HAT/HAA 737 FEET. MIN ALTITUDE ROC R-286/21 1400 FEET/1520 FEET WHEN USING ROCHESTER NY ALTIMETER SETTING. VOR/DME MINIMA NA.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1495 FI/T /ABE/ ALLENTOWN-BETHLEHEM-EASTON, ALLENTOWN, PA. NDB RWY 6, AMDT 15 SI 6 MDA 1040 FT, HAT 646 FEET, CAT C VIS RVR 6000 FEET, CAT D VIS 1 3/4 MILES. CIRCLING MDA 1040 FEET, HAA 646 FEET, CAT C CIRCLING 1 3/4 MILES.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

#FDC 0/2017 FI/P /MFV/ ACCOMACK COUNTY/ MELFA, VA. VOR/DME RWY 2 AMDT 2 AND NDB RWY 2 AMDT 3 REDESIGNATED VOR/DME RWY 3 AMDT 3 AND NDB RWY 3 AMDT 4.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

#FDC 0/2096 FI/T /BLF/ MERCER COUNTY, BLUEFIELD, WV. ILS RWY 23 AMDT 3 SI-ILS VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1842 FI/T /0R9/ HAMMOND MUNI, HAMMOND, LA. ILS RWY 18 ORIG SI NA.

FDC 0/1912 FI/P CORRECT US GOVERNMENT CHART HOUSTON SECTIONAL. CORRECT THE TRANSITION AREAS TO THIBODAUX AND HOUMA, LOUISIANA AS DEPICTED ON THE 26TH EDITION OF THE HOUSTON SECTIONAL CHART TO AGREE WITH THE 26TH EDITION OF THE NEW ORLEANS SECTIONAL CHART.

FDC 0/1924 FI/T /MSY/ NEW ORLEANS INTL, MOISANT FIELD, NEW ORLEANS, LA. RADAR -1 AMDT 10 ASR RWY 10 MDA 420/HAT 418 ALL CATS.

FDC 0/2000 FI/T /03/ ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520/HAA 505 CAT A/B/C.

#FDC 0/2034 FI/T /6R0/ SLIDELL SLIDELL LA. VOR/DME-A AMDT 1 PROC NA.

#FDC 0/2036 FI/T /NEW/ LAKEFRONT NEW ORLEANS, LA. VOR-B AMDT 4. MISSED APPROACH CLIMBING RIGHT TURN TO 5000 VIS MSY R-064 TO SLIDD INT AND HOLD NORTHEAST, RIGHT TURNS 244 INBOUND.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS, LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B

AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/1224 FI/P /CSM/ CLINTON-SHERMAN CLINTON, OK. ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5 MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THESE ARE AMDTS 2 AND 6.

FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TO OILLR LOM 3000 FEET.

FDC 0/1662 FI/T /MLC/ MCALESTER MUNI, MCALESTER, OK. LOC RWY 1 AMDT 1 SI MDA 1260/HAT 504 ALL CATS, VIS CAT C 1 1/2 MILE.

FDC 0/1981 FI/T /OKC/ WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17R AMDT 5 NDB RWY 17R AMDT 19 LOC BC RWY 17L AMDT 1 NDB RWY 17L ORIG VOR RWY 12 AMDT 17 MISSED APPROACH PROC CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OKC VORTAC. ILS RWY 35R AMDT 2 NDB RWY 35R AMDT 1. MISSED APPROACH PROC CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT OKC VORTAC.

FDC 0/1999 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI MDA 2340 HAT 427 ALL CATS. CIRCLING MDA 2400/HAA 478 CAT A/B/C. NDB RWY 17R AMDT 6 SI MDA 2360 HAT 438 ALL CATS. CIRCLING MDA 2400/HAA 478 CAT A/B/C. ILS RWY 17R AMDT 2 SI-LOC MDA 2360/HAT 438 ALL CATS. CIRCLING MDA 2400/HAA 478 CAT A/B/C. IFR TAKEOFF MINIMUMS RWY 17L/17R 200-1.

#FDC 0/2063 FI/T /F29/ CLARENCE E. PAGE MUNI, OKLAHOMA CITY, OK. IFR TAKEOFF MINIMUMS RWY 17 L/R 200-1.

#FDC 0/2086 FI/T /PNC/ PONCA CITY MUNI PONCA CITY, OK. NDB RWY 17 ORIG SI MDA 1660/HAT 656 ALL CATS. VIS 1 3/4 CAT C 2 CAT D. CIRCLING MDA 1660/HAA 653 ALL CATS. VIS 1 3/4 CAT C.

#FDC 0/2097 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK VOR RWY 35L AMDT 5 SI VIS 1 ALL CATS. DELETE NOTE INOPERAVIE TABLE DOES NOT APPLY TO CAT D. CHANGE NOTE: ACTIVATE HIRL RWY 17R/35L AND SALS RWY 17R- 119.6. ILS RWY 17R AMDT 2 NDB RWY 17R AMDT 6 CHANGE NOTE: ACTIVATE HIRL RWY 17R-35L AND SALS RWY 17R - 119.6.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425 FT ALL CATS.

FDC 0/400 FI/T /ADS/ ADDISON DALLAS TX. NDB RWY 15 ORIG ILS RWY 15 AMDT 2 CIRCLING MDA 1160 FT/HAA 517 FT CAT A/B/C. NDB RWY 33 ORIG SI MDA 1160 FT/HAT 517 FT ALL CATS. CIRCLING MDA 1160 FT HAA 517 CAT A/B/C. IFR TKOF MINIMUMS AND DEPARTURE PROCEDURES. TAKEOFF RWY 15 300-1.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX. ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ CHILDRESS MUNI CHILDRESS TX. VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK. ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/807 FI/T /IAH/ HOUSTON INTERCONTINENTAL HOUSTON TX. ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON TX. NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, PRESIDIO, TX NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

FDC 0/1591 FI/T /MRF/ MARFA MUNI, MARFA, TX. VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

FDC 0/1714 FI/T /TX06/ MEXIA-LIMESTONE COUNTY, MEXIA, TX. NDB-A ORIG CIRCLING MDA 1180/HAA 637 CAT A/B/C.

FDC 0/1746 FI/T /MAF/ MIDLAND REGIONAL, MIDLAND, TX. ILS RWY 10 AMDT 10 TRML ROUTE ALTS MAF VORTAC TO FARLY LOM GOMIT INT TO FARLY LOM; ARGET INT TO FARLY LOM 4900 FEET. PROC TURN AND GLIDE SLOPE INTERCEPT ALT 4900 FEET. ALT AT OM 4884 FEET MM 3084 FEET. GLIDE SLOPE ANGLE 3.0 DEGREES. TCH 52 FEET.

FDC 0/1824 FI/T /E02/ ODESSA-SCHLEMEYER FIELD ODESSA, TX. NDB RWY 20 ORIG CIRCLING MDA 3420/HAA 426 CAT A. VOR-A AMDT 2 CIRCLING MDA 3420/HAA 426 CAT A.

FDC 0/1906 FI/P /DTO/ DENTON MUNI DENTON, TX NDB RWY 17 AMDT 1 ILS RWY 17 AMDT ° CHANGE PROC DATA NOTES REGARDING UNICOM FREQ AS FOLLOWS. ACTIVATE MALSR RWY 17 - 122.7. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.7 WHEN NOT AVAILABLE USE FORT WORTH TX ALTIMETER SETTING AND INCREASE ALL DH/MDAS 100 FEET. THIS IS NDB RWY 17 AMDT 2 ILS RWY 17 AMDT 2.

#FDC 0/2015 FI/T /ADS/ ADDISON DALLAS, TX. ILS RWY 15 AMDT 2 SI-ILS DH 892/HAT 250 VIS 3/4 MILE ALL CAT. SI-LOC VIS 3/4 MILE CAT A/B/C.

#FDC 0/2040 FI/T /GGG/ GREGG COUNTY, LONGVIEW, TX. ILS RWY 13 AMDT 4 SI ILS RWY 13 RVR 4000 ALL CATS. SI LOC RWY 13 AND VOR RWY 13 TAC AMDT 14 RVR 5000 CAT A,B,C. RVR 6000 CAT D. NDB RWY 13 AMDT 8, RVR 5000 CAT A,B, RVR 6000 CAT C,D. RADAR-1 ORIG ASR RWY 13 RVR 5000 CAT A,B,C.

#FDC 0/2071 FI/P /ASL/ HARRISON COUNTY MARSHALL TX. RNAV RWY 33 ORIG. CORRECT US GOVT CHART/AL-5070/ TRML ROUTE ALT MYERS WPT TO 5 NM FROM MAP WPT 1900.

FDC 9/2160 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. PROC NA AT NIGHT.

SOUTHEAST

ALABAMA

FDC 0/1579 FI/T /MGM/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER AL COPTER NDB 060 ORIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

FDC 0/1982 FI/P /MGM/ DANNELLY FIELD, MONTGOMERY, AL. RNAV RWY 3 AMDT 4. CORRECT US GOVT CHART SOUTHEAST VOLUME-1 DATED 2 OCT 80 HAYNE WP /IAP/ COORDINATES SHOULD READ 32-11.0N 086-28.8W.

#FDC 0/2024 FI/T /BHM/ BIRMINGHAM MUNI BIRMINGHAM AL. TAKEOFF MINS CHANGE ONLY RWY 5 AS FOLLOWS: TAKEOFF RWY 5 300-1 OR STANDARD WITH MINIMUM CLIMB OF 320/NM TO 1500. RWY 5 AIR CARRIER REDUCTION NA. IFR DEPARTURE PROC CHANGE ONLY RWY 5 AS FOLLOWS: RWY 5 CLIMB RWY HEADING TO 1500 BEFORE TURNING.

#FDC 0/2093 FI/T /TCL/ TUSCALOOSA MUNI, TUSCALOOSA, AL. NDB RWY 4 AMDT 5 SI RWY 4 MDA 680/HAT 522 ALL CATS VIS CAT C 1 MILE. VOR RWY 4 AMDT 7 SI RWY 4 MDA 620/HAT 462 ALL CATS VIS CAT C 3/4 MILE.

FLORIDA

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA

500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 1 1/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

FDC 0/1749 FI/T /TPF/ PETER O. KNIGHT TAMPA FL. NDB RWY 3 AMDT 8 CIRCLING CAT C MDA 840 HAA 832. RADAR -1 AMDT 2 CAT C MDA 840 HAA 832 VIS CAT C 2 1/2 MILES CAT D 3 MILES.

FDC 0/1923 FI/T /MIA/ MIAMI INTL MIAMI, FL. CHANGE PORTION OF IFR TAKEOFF MINIMUMS AS FOLLOWS: RWY 27L RVR 5000 RWY 9R 1 MILE ALL CATS. RWY 27L AND 9R AIR CARRIER REDUCTION NOT AUTHORIZED.

FDC 0/1960 FI/T /APF/ NAPLES MUNI NAPLES FL. VOR/DME-A AMDT 2 MDA 600/HAA 591. ALL CATS.

FDC 0/1970 FI/T /IMM/ IMMOKALEE IMMOKALEE,FL. VOR RWY 18 ORIG. PROC NA.

#FDC 0/2031 FI/P RE AMDT 295 TO PART 95 VOR FEDERAL AIRWAY 267. DELETE EAST ALTERNATE SIGMENT FROM ORMOND BEACH, FL., VOR TO ROYES INT, FL AT MEA 1600 FT. WITH 1400 FT. MOCA.

#FDC 0/2032 FI/P RE AMDT 295 TO PART 95 ALTITUDES AND CHANGEOVER POINTS. VOR FEDERAL AIRWAY 3 DELETE CHANGEOVER POINT FROM VERO BEACH, FL. VOR TO ORMOND BEACH, FL. VOR.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

GEORGIA

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 2 1/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRCLING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

FDC 0/1823 FI/T /AHN/ ATHENS MUNI ATHENS, GA. VOR RWY 2 AMDT 7 AND VOR RWY 27 AMDT 7 MSA 25 NM AHN VORTAC 2500 FEET.

FDC 0/1894 FI/T /02J/ CRISP COUNTY-CORDELE, CORDELE, GA VOR/DME RWY 22 AMDT 5 SI MDA 1020 HAT 712 ALL CATS. SI AND CIRCLING VIS CAT C 2 MILE CAT D 2 1/4 MILE. RNAV RWY 9 AMDT 1 CIRCLING MDA CAT B 1060 HAA 752.

KENTUCKY

FDC 0/1890 FI/T /SDF/ STANDIFORD FIELD LOUISVILLE, KY HI-ILS RWY 19 AMDT 1 SI-ILS VIS 2400 HAT 200 CAT C/D/E. SI-LOC VIS 6000 HAT 624 CAT C. VIS 1 1/2 MILE HAT 624 CAT D. VIS 1 3/4 MILE HAT 624 CAT E. SI-LOC LOC/VOR MINIMA VIS 2400 HAT 384 CAT C. VIS 4000 HAT 384 CAT D/E. SI-LOC LOC/VOR MINIMA CAT D/E VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM.

FDC 0/1908 FI/P /CVG/ GREATER CINCINNATI INTL, COVINGTON, KY. ILS RWY 36 AMDT 28 GLIDE SLOPE ALT AT OM 2119, MM 1067, IM 948. TCH 54. THIS IS ILS RWY 36 AMDT 29. ILS RWY 18 AMDT 12 GLIDE SLOPE ALT AT OM 2092, MM 1092 GLIDE SLOPE ANGLE 2.80 DEG, TCH 58. THIS IS ILS RWY 18 AMDT 13.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS VOR/DME RWY 21 AMDT 1 NA.

NORTH CAROLINA

FDC 0/1635 FI/T /RMT/ ROCKY MOUNT DOWNTOWN ROCKY MOUNT NC. VOR-A AMDT 10 AND VOR/DME-B AMDT 7 NA.

FDC 0/1789 FI/T /AVL/ ASHEVILLE MUNI, ASHEVILLE, NC. LOC RWY 16 AMDT 1 DSTC FAF TO MAP 5.1, MAP 5.1 AFTER PASSING IM LOM. TAKEOFF MINIMUMS RWY 34 600-1 OR STANDARD WITH A MIN CLIMB OF 400 FEET PER NM TO 2800.

FDC 0/1850 FI/T /HKY/ HICKORY MUNI HICKORY NC. RWY 24 AMDT 1 NA. ILS RWY 24 AMDT 2 PROC TURN NA TERMINAL ROUTES SIBEL INT VAESE INT STANN INT TO HK LOM NA. ALTANTA ARTCC RADAR REQUIRED. TAKEOFF MINS FAR 135 RWY 24 STANDARD.

FDC 0/1900 FI/T /CLT/ DOUGLAS MUNI, CHARLOTTE, NC. VOR RWY 5 AMDT 7 SI CAT A B MDA 1180 HAT 463 VIS 2400 CAT C MDA 1180 HAT 463 VIS 4000 CAT D MDA 1180 HAT 463 VIS 5000. ILS RWY 18R ORIG SI MINS NA. FAF SOPHE 7.1 DME CLT VORTAC.

FDC 0/1988 FI/T /INT/ SMITH REYNOLDS, WINSTON-SALEM, NC. NDB RWY 33 AMDT 18 ILS RWY 33 AMDT 17. WHEN ATCT NOT IN OPERATION ACTIVATE SSALR RWY 33 - 118.7.

#FDC 0/2039 FI/T /PGV/ PITT GREENVILLE, GREENVILLE, NC. TAKEOFF MINS RWY 07 300-1.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

FDC 0/1716 FI/T /3A9/ SEVIER-GATLINBURG, SEVIERVILLE, TN. VOR/DME RWY 10 AMDT 1 CIRCLING TO RWY 28 AT NIGHT NA. IFR DEPARTURE RWY 10 AT NIGHT NA.

FDC 0/1979 FI/T /SCX/ SCOTT MUNI, ONEIDA TN. NDB RWY 23 ORIG, PROC NA.

#FDC 0/2062 FI/P RE AMDT 295 TO PART 95 IFR ALT EFFECTIVE 25 DEC 1980 VOR FEDERAL AIRWAY 5 AND 49 FRON NASHVILLE, TN VOR TO TANDS INT, TN SHOULD SHOW MEA TO BE 2700 FEET WITH A 3000 MRA. THE 2000 FEET MOCA SHOULD BE DELETED.

#FDC 0/2118 FI/T /CKV/ CLARKSVILLE, TN. LOC RWY 34 AMDT 1 NDB RWY 34 AMDT 1 DSTC FAF TO MAP AND THR 5.3. MAP DSTC 5.3.

SOUTHWEST

ARIZONA

FDC 0/1287 FI/P V-291 WINSLOW AZ. /INW/ VORTAC TO GALLUP NM /GUP/ VORTAC MEA 9400.

#FDC 0/2014 FI/T /DUG/ BISBEE-DOUGLAS INTL DOUGLAS AZ. VOR/DME RWY 17 AMDT 1 VOR RWY 17 ORIG ALTN MINIMUMS NA 2100-0530 LOCAL TIME.

#FDC 0/2042 FI/P /YUM/ YUMA MCAS-YUMA INTERNATIONAL ILS RWY 21R AMDT 3 CORRECT US GOVT CHART AL-511 PROCEDURAL DATA NOTE. CAT D SI-LOC 21R VIS INCREASED 1/4 MILE FOR INOPERATIVE MM.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE

CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

FDC 0/1997 FI/T /SBT/ TRI-CITY SAN BERNARDINA CA. NDB RWY 7 AMDT 2 PROC NA.

FDC 0/2003 FLIGHT RESTRICTION PACIFIC PALISADES CALIFORNIA NOVEMBER 7 1500 TO DECEMBER 6 2359 PST. PURSUANT TO FAR 91.104 AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 4000 FEET MEAN SEA LEVEL WITHIN A ONE-HALF NAUTICAL MILE RADIUS OF 1669 SAN ONOFRE DRIVE /SMO RADIAL 310/4 DME/UNLESS OTHERWISE AUTHORIZED BY ATC.

FDC 0/2005 FLIGHT RESTRICTION SANTA YNEZ CA. EFFECTIVE 2100Z 9 NOV 1980 PURSUANT TO FEDERAL AIR REGULATION 91.104 AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 5000 FEET MEAN SEA LEVEL WITH 1 NAUTICAL MILE RADIUS OF THE GAVIOTA /GVO/ VORTAC 094 DEGREE RADIAL AT 1.5 DME FIX UNLESS OTHERWISE AUTHORIZED BY ATC. SANTA BARBARA CA. /SBA/ IS COORDINATING FLIGHT SERVICE STATION. FLIGHT RESTRICTIONS WILL BE IN EFFECT FOR 30 DAYS.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/919 FI/T V19 V83 PUEBLO VORTAC TO HANKO INT MEA 9000 FT 0400Z-1200Z.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO. ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8L AMDT 17, ILS RWY 26R AMDT 7 AND VOR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SETTINGS NOT AVAILABLE.

FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VOR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV. VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV. IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

FDC 0/1707 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG CHANGE TO VOR/DME OR TACAN-A ORIG. ADD CAT E CIRCLING MDA 5760/HAA 1520 VIS 3. CHANGE BVL R-067/5 TO BVL R-067/10. ADD ALTN MIN CAT E 1600-3. 15 NM PROC TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH; TACAN ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NORTHEAST LEFT TURNS 247 INBOUND 5 NM LEGS.

#FDC 0/2098 FI/T /ENV/ WENDOVER, UT. VOR/DME-A ORIG PROC NA AT NIGHT.

NORTH CENTRAL

IOWA

FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

FDC 0/1791 FI/T /CCY/ CHARLES CITY MUNI, CHARLES CITY, IA. NDB RWY 12 AMDT 6 ALL SI AND CIRCLING MDAS 1740 FEET. SI AND CIRCLING VIS CAT C 1 3/4 MILES.

FDC 0/1952 FI/P /AMW/ AMES MUNI, AMES, IA. CORRECT U.S. GOVT CHART CHANGE NOTICE EFFECTIVE 30 OCTOBER 1980/ AL-5307/ RNAV RWY 13 AMDT 1 HORIZONTAL DSTC MDA TO MAP ON GLIDE SLOPE 2.2 NAUTICAL MILES. RNAV RWY 31 AMDT 1 HORIZONTAL DSTC MDA TO MAP ON GLIDE SLOPE 1.3 NAUTICAL MILES.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS. ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, KS. ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG: NOT AUTHORIZED. ILS RWY 17 ORIG; PROCEDURE TURN NOT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TO FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TO 3200 FEET DIRECT EWK NDB AND HOLD SOUTH. LEFT TURNS, 357 INBOUND.

FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RNAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1 1/4 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. IFR TAKEOFF MINIMUMS: RWY 3/16/21/34, STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

FDC 9/365 FI/T (ICT) WICHITA MID-CONTINENT WICHITA, KS. ILS RWY 19R AMDT 2 RNAV RWY 19R AMDT 1 CIRCLING MINIMUMS ONLY DURING DAYLIGHT HOURS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

FDC 0/1851 FI/T /OWA/ OWATONNA MUNI OWATONNA MN. VOR/DME RWY 30 ORIG SI AND CIRCLING MDA 1700 FEET WITH LOCAL ALTM.

FDC 0/1913 FI/T /BJI/ BEMIDJI MUNI, BEMIDJI, MN. VOR RWY 13 AMDT 12 MAP 4.9 DME. VDP 3.8 DME.

MISSOURI

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 - 126.2.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

FDC 0/1510 FI/P V216 ODELL INT NEBRASKA TO PAWNEE NEBRASKA VOR MEA 3300 MOCA 2900.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/1953 FI/P /PMB/ PEMBINA MUNI, PEMBINA, ND. VOR RWY 33 ORIGINAL TERMINAL ROUTE COURSE AND DISTANCE FROM R-174 VORTAC CCW /IAF/ TO PMB VORTAC /NOPT/ 10 DME ARC AND 303/10 /PMB R-123. PROCEDURE TURN EAST SIDE OF CRS 123 OUTBOUND 2600 WITHIN 10 MILE OF PMB VORTAC. FINAL APPROACH COURSE 303. MISSED APPROACH HOLD SOUTHEAST RIGHT 303 INBOUND. THIS IS AMDT 1.

SOUTH DAKOTA

FDC 0/832 FI/T MINIMUM ENROUTE ALTITUDES OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0300Z-1100Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 WAYSIDE INT TO CURSE INT 6900.

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

#FDC 0/2037 FI/T /RAP/ RAPID CITY REGIONAL, RAPID CITY, SD. LOC/DME BC RWY 14 AMDT 8 NA.

NORTHWEST

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS MUNI. CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 NA 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

FDC 0/1783 FI/P /RDM/ VORTAC, REDMOND, OR. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC /IMB/, 13,000; V-269 FROM WILDHORSE, OR VORTAC /ILR/ TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC /LKV/ TO RDM, 11,000: V-25 FROM OCTAD TO RDM, 12,000 N AND S BOUND: V-121 FROM IVDAS TO RDM, 14,000: V121N/V-536 FROM MANTE TO RDM, 12,000: V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENT IS NOT AUTHORIZED: V-536 FROM RDM TO RENCE. ROMES

INT IS CANCELLED. RENCE INT IS REDESCRIBED IMB R-298/27 AND PDT R-210/67.

FDC 0/1935 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR-A, AMDT 3, AND VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/1942 FI/T /4S5/ MC MINNVILLE MUNI MC MINNVILLE, OR. VOR/DME-A AMDT 2 NA.

FDC 0/2016 FI/T /RDM/ ROBERTS FIELD REDMOND OREGON DEPARTURE PROCEDURE. CLIMB VISUALLY OVER THE AIRPORT TO 3500 THEN CLIMB DIRECT RD LOM. CLIMB IN RD LOM HOLDING PATTERN NORTHEAST LEFT TURN 220 INBOUND TO CROSS RD LOM AT OR ABOVE MEA FOR ROUTE OF FLIGHT. TAKEOFF MINIMUMS 500-1. ILS RWY 22, ORIGINAL, ADF REQUIRED. MISSED APPROACH CLIMB TO 3500 THEN CLIMBING RIGHT TURN TO 6500 DIRECT RD LOM AND HOLD NORTHEAST LEFT TURNS 220 INBOUND.

FDC 9/1932 FI/T NEWPORT, OREGON, V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISH CHANGE OVER POINT AT 29 NM FROM ONP.

WASHINGTON

FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERDALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1543 FI/T /NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON. IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

FDC 0/1569 FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA. ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

FDC 0/1653 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1689 FI/T /OMK/ OMAK, OMAK. WA. NDB/A AMDT 1 NA.

FDC 0/1833 FI/T /PWT/ KITSAP COUNTY BREMERTON, WA. NDB RWY 1 AMDT 10 TERMINAL ROUTES LOFAL TO PWT NDB 3400 FEET SEA VORTAC TO PWT NDB 3400 FEET CARRO TO PWT NDB 3400 FEET. MISSED APPROACH ALT CLIMB TO 3400 FEET. ILS RWY 19 AMDT 7 TERMINAL ROUTES SEA VORTAC TO CHECO INT/OUTER MARKER 3400 FEET CARRO TO CAN NDB 3400 FEET CAN NDB TO CHECO INT/OUTER MARKER 3400 FEET. MAINTAIN 3400 FEET UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN LOC BC RWY 1 AMDT 2. TERMINAL ROUTE LOFAL TO CAN NDB 3400 FEET. RNAV RWY 1 AMDT 4 GLIDE SLOPE COMPUTER SETTING 2.85 DEGREES. INITIAL ROUTE ARGOT WPT TO SPEND WPT 8.4 NM.

FDC 0/1856 FI/T /PWT/ KITSAP COUNTY, BREMERTON, WA. LOC BC RWY 1, AMDT 2, NOT AUTHORIZED.

FDC 0/1971 THE UNITED STATES GEOLOGICAL SURVEY AND THE UNITED STATES FOREST SERVICE CONDUCT EXTENSIVE FIXED WING AND HELICOPTER FLIGHT WITHIN A 12 MILE RADIUS OF MOUNT ST. HELENS WASHINGTON. THE MAJORITY OF THESE OPERATIONS ARE BELOW 3000 FEET AGL THEREFORE VFR FLIGHT IN THIS AREA BY OTHERS IS DISCOURAGED. IN ANTICIPATION OF HIGH DEGREE OF INTEREST BY PILOTS IN VIEWING THE VOLCANO THE FOLLOWING VFR FLIGHT PATTERN HAS BEEN DEVELOPED AND IS STRONGLY RECOMMENDED AS AN ENHANCEMENT TO SAFETY OF FLIGHT.

A. BELOW 3000 FEET AGL VFR FLIGHT STRONGLY NOT RECOMMENDED.

B. ABOVE 3000 FEET AGL FLY COUNTERCLOCKWISE NO CLOSER THAN 3 MILES TO THE VOLCANO SUMMIT.

VFR RULES OF SEE AND BE SEEN WILL PREVAIL. APPROVAL TO LAND CAN ONLY BE OBTAINED THROUGH APPROPRIATE FEDERAL OR STATE AUTHORITY. ANY SIGNIFICANT INFORMATION WILL BE BROADCAST ON THE TRANSCRIBED WEATHER BROADCASTS BY THE SEATTLE, PORTLAND AND WALLA WALLA FLIGHT SERVICE STATIONS AND AVAILABLE ON THE PORTLAND AND SEATTLE AUTOMATIC TERMINAL INFORMATION SERVICE. PERMANENT INFORMATION WILL BE PUBLISHED IN THE JANUARY 1981 GRAPHIC AND SUPPLEMENTAL NOTICES SECTION OF THE AIRMANS INFORMATION MANUAL.

FDC 9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ PORT HEIDEN FORT HEIDEN AK. NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ UMIAT UMIAT AK NDB-B AMDT 2 PROC NA.

FDC 0/688 CORRECTION TO U.S. GOVERNMENT ALASKA HI CHART PANEL A. AIRWAY J515 IDENTIFICATION ON SOME CHARTS IS UNREADABLE BETWEEN BRW VORTAC AND BTT VORTAC.

FDC 0/792 FI/T /KSM/ ST MARYS ANDREAFSKY/ST MARYS AK. NDB RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/ NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/1468 FI/T /OME/ NOME NOME AK. ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

FDC 0/1692 FI/T /BRW/ WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. NDB RWY 6 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 29/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. NDB RWY 24 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 28/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. DISTANCE FAF TO THRESHOLD 2.1 MILES.

FDC 0/1926 FI/P ANCHORAGE ALASKA. 1) V440 ANCHORAGE VOR/DME TO MDO VOR/DME CHANGEOVER POINT ANC R105/60 NM MDO R288/95 NM. 2) NOWEL DME INT MDO R288/94 DME. 3) PUNTI VHF INT MRA 13000.

FDC 0/1955 FI/P /SNP/ ST PAUL ISLAND ST. PAUL ISLAND, AK. NDB-3 RWY 36 ORIG CHANGE PROCEDURAL DATA/NOTE TO: ACTIVATE MALSR RWY 36 VASI AND REIL RWYS 18 AND 36 - 122.3. THIS IS AMDT 1.

#FDC 0/2065 FI/T /ANC/ ANCHORAGE INTERNATIONAL ANCHORAGE AK. ILS RWY 6R AMDT 5 AMDT 5 NDB RWY 6R AMDT 4 LOC RWY 6L AMDT 4 VOR RWY 6R /TAC/ AMDT 10 RADAR-1 AMDT 7 CIRCLING HAA CATS A/B 536 CATS C/B 656. HI-VOR/DME OR TACAN RWY 6R ORIG CIRCLING HAA CATS C/D/E 656.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

FDC 0/1793 FI/P /OGG/ KAHULUI, KAHULUI, HI. VOR RWY 20 AMDT 7, VOR/DME OR TACAN-A AMDT 1, LOC/DME/BC/RWY 20 AMDT 5, VOR RWY 2/TAC/AMDT 4, VOR/DME OR TACAN RWY 20 AMDT 2, ILS RWY 2 AMDT 15, NDB RWY 20 AMDT 4 DELETE ASR FROM NOTES. THIS IS VOR RWY 20 AMDT 8, VOR/DME OR TACAN-A AMDT 2, LOC/DME/ BC RWY 20 AMDT 6, VOR RWY 2/TAC/AMDT 5, VOR/DME OR TACAN RWY 20 AMDT 3, ILS RWY 2 AMDT 16 AND NDB RWY 20 AMDT 5.

PUERTO RICO

FDC 0/1684 FI/T /SJU/ PUERTO RICO INTERNATIONAL SAN JUAN PUERTO RICO. ILS BC RWY 25 AMDT 6 NA.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.
2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.
3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.
4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.
5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

FDC 0/1930 OMEGA STATION TRINIDAD TEMPORARY OMEGA STATION G TRINIDAD WILL TERMINATE OPERATIONS AT 312400Z DECEMBER 1980. THE G SEGMENT WILL BE REPLACED BY OMEGA STATION AUSTRALIA IN MID 1981.

#FDC 0/2113 OMEGA STATION E LA REUNION IS OFF AIR AS OF 250619Z NOVEMBER 1980 DUE TO LOSS OF SYNCHRONIZATION. ESTIMATED TIME FOR RESUMPTION OF NORMAL OPERATIONS IS UNKNOWN.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni-directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
trml	terminal
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VDP	visual descent point
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wea	weather
wkday	weekday
wkend	weekend
wpt	waypoint
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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CLASS TWO NOTAMS

Special Notice

Terminal Radar Service Areas (TRSA's) beginning with the April 17, 1980, charting cycle are now being depicted on Sectional Aeronautical Charts.

Retain the TRSA's published in Notices to Airmen until they are depicted on the appropriate Sectional Chart.

Notices to Airmen

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CONEXPO '81
Houston, Texas
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ROCHESTER TRSA
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SAGINAW TRSA
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CHAMPAIGN TRSA
See page Special—4

SUPER BOWL 1981
See page Special—5, 6, 7

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C. 20591

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A	
/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
AER	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400′ High-intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Arpt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway
B	
BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond
C	
cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
crs	course
ctc	contact
CTLZ	Control Zone
D	
D	Runway weight bearing capacity for aircraft with dual-wheel type landing gear
dalgt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double dual-tandem type landing gear
degs	degrees
dep	depart; departure
DF	direction finder
DH	decision height
DME	UHF standard (TACAN compatible distance measuring equipment
dsplcd	displaced
dstc	distance
DT	Runway weight bearing capacity for aircraft with dual-tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule
E	
E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except
F	
FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FI/P	flight information (permanent)
FI/T	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet
G	
govt	government
GS	glide slope
GWT	gross weight
H	
HAA	height above airport
HAT	height above touchdown
HIRL	High intensity Runway Lights
hol	holiday
hwy	highway
I	
IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
inop	inoperative
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System
J	
J-bar	jet runway barrier
K	
kHz	kilohertz
L	
L	left (used only to designate rwys) eg rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude
LRCO	Limited Remote Communications Outlet
M	
MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MAC	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal
N	
N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non-directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required
O	
obstn	obstruction
ODALS	Omnidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun
P	
PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure
Q	
quad	quadrant
R	
R	right (used only to designate rwys) eg. rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service

(Continued on back cover)

NOTICES TO AIRMEN

INFORMATION CURRENT AS OF DECEMBER 11, 1980

FOREWORD

THIS PUBLICATION IS DIVIDED INTO THREE SECTIONS: (1) THE FIRST SECTION CONSISTS OF NOTICES WHICH MEET THE CRITERIA FOR NOTAM (D) AND ARE EXPECTED TO REMAIN IN EFFECT FOR AN EXTENDED PERIOD. THESE NOTAMS ARE INCLUDED TO REDUCE CONGESTION ON THE TELETYPE CIRCUITS. NOTAM (L) AND, OCCASIONALLY, SPECIAL NOTICES ARE INCLUDED WHEN THEIR INCLUSION WILL CONTRIBUTE TO FLIGHT SAFETY. ALL INFORMATION CONTAINED IN THE PUBLICATION WILL BE CARRIED UNTIL THE INFORMATION BECOMES EXPIRED, IS CANCELLED OR, IN THE CASE OF PERMANENT INFORMATION, IS PUBLISHED IN OTHER PERMANENT PUBLICATIONS, SUCH AS THE AIRPORT/FACILITY DIRECTORY. ALL NEW NOTICES ENTERED INTO THIS SECTION WILL BE INCLUDED ONLY IF THE INFORMATION CONTAINED IS EXPECTED TO REMAIN IN EFFECT FOR AT LEAST SEVEN DAYS AFTER THE EFFECTIVE DATE OF THE PUBLICATION. THE NUMBER IN PARENTHESIS AFTER EACH ENTRY IS THE MONTH AND YEAR THAT IT FIRST APPEARED IN THIS PUBLICATION. THE CUTOFF DATE FOR GETTING INFORMATION INCLUDED IN THIS SECTION IS TWO WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION. (2) THE SECOND SECTION CONTAINS ALL FDC NOTAMS WHICH WERE CURRENT AT THE TIME OF PUBLICATION. THE NUMBER OF THE LAST FDC NOTAM INCLUDED IN THE PUBLICATION IS NOTED TO AID THE USER IN UPDATING THE LISTING WITH ANY FDC NOTAMS WHICH MAY HAVE BEEN ISSUED AFTER PUBLICATION. (3) THE THIRD SECTION CONTAINS NOTICES THAT, EITHER BECAUSE THEY ARE TOO LONG OR BECAUSE THEY CONCERN A WIDE OR UNSPECIFIED GEOGRAPHIC AREA, ARE NOT SUITABLE FOR INCLUSION IN THE FIRST SECTION OF THIS PUBLICATION. THE CONTENT OF THESE NOTICES VARY WIDELY AND THERE ARE NOT SPECIFIC CRITERIA FOR THEIR INCLUSION, OTHER THAN THEIR ENHANCEMENT OF FLIGHT SAFETY. TO BE INCLUDED IN THIS SECTION, ARTICLES MUST BE RECEIVED THREE WEEKS PRIOR TO THE EFFECTIVE DATE OF THE PUBLICATION (OR SEVEN WEEKS PRIOR IF GRAPHICS WILL BE REQUIRED).

SECTION 1

NOTE: NOTICES ARE ARRANGED IN ALPHABETICAL ORDER BY STATE (AND WITHIN STATE BY CITY OR LOCALITY). NEW OR REVISED DATA ARE INDICATED BY BOLD AND UNDERSCORING THE AIRPORT NAME.

NOTE: ALL TIMES ARE LOCAL UNLESS OTHERWISE INDICATED.

NOTICE: OBSTRUCTION LIGHT OUTAGES NO LONGER REQUIRE DISTANT DISSEMINATION (NOTAM(D) OR CLASS II). CHECK LOCAL NOTAMS FOR OUTAGES.

GENERAL

NOTICE: DUE TO THE POSSIBILITY OF SPOT FUEL SHORTAGES, PILOTS ARE ADVISED TO CHECK ENROUTE POINTS FOR FUEL AVAILABILITY.

EFAS OUTLETS

DEN EFAS HESPERUS PEAK OUTLET FREQ. 122.0.

LAS EFAS MT POTOSI OUTLET FL 180/ABOVE 134.825.

NEW EFAS VERMILLION OUTLET FREQ. 122.0.

OAK EFAS ANGELES CAMP OUTLET FL 180/ABOVE 134.825.

PHX EFAS HUMBOLT MOUNTAIN OUTLET FL 180/ABOVE 134.825.

ALABAMA

BAY MINETTE MUNI ARPT: Rwy 08-26 S-Wgt 28,000. (12/80)

BAYOU LA BATRE ROY E. RAY ARPT: Unicom freq. 122.8. (12/80)

GREENVILLE MUNI ARPT: Arpt Clsd indef. (11/80)

ROANOKE MUNI ARPT: Rwy 11-29 2675 ft by 80 ft. (12/80)

SELMA: VOR "CAQ" OTS until 1/15/81. (11/80)

ALASKA

For information on Alaska other than FDC NOTAMS consult the Alaskan Supplement.

ARIZONA

DOUGLAS: VORTAC "DUG" unmonitored and w/o voice when FSS clsd. (11/80) FSS hrs 0530-2100 until 1/4/81. (11/80) CTLZ hrs are 0530-2100. (11/80)

ARKANSAS

ALMYRA MUNI ARPT: Unicom freq 123.0. (11/80)

BATESVILLE REGIONAL ARPT: Thr Rwy 17 dsplcd 224 ft. (11/80)

HOT SPRINGS MEMORIAL FIELD ARPT: Rwy lgts Rwy 13-31 OTS until Feb 1981. (11/80)

LITTLE ROCK ADAMS FIELD: Rwy 04-22 7172 ft by 150 ft. (11/80) Thr Rwy 04 dsplcd 312 ft. (11/80)

POCAHONTAS MUNI ARPT: VASI Rwy 18 OTS indef'y. (7/80)

STUTTGARD MUNI ARPT: Rwy 14-32 Clsd indefly. (11/80)

CALIFORNIA

ARCATA: Rwy 01-19 Rwy lgts OTS indef. VASI Rwy 01 OTS indef. (10/80)

LIVERMORE: 30 ft lgtd antenna mast 995 feet west Rwy 25 Thr & 250 ft south of Rwy cntrln. (10/80)

LOS ANGELES INTL: Crane 500 ft south of twy F27 dalgt hrs only until 2/1/81. (10/80)

MARIPOSA-YOSEMITE ARPT: Unicom freq 122.7. (11/80) VASI Rwy 08 and VASI Rwy 26 OTS until 7/31/81. (12/80)

MODESTO: CTLZ hrs are 0600-2200 daily. (9/80)

MONTAGUE SISKIYOU COUNTY ARPT: RAIL Rwy 17-35 OTS indef. (10/80)

OAKDALE ARPT; Rwy 10-28 3020 ft by 66 ft. (11/80)

SAN BERNARDINO TRI-CITY ARPT: Rwys Clsd until 6/30/81. (12/80)

SAN DIEGO INTL-LINDBERGH ARPT: Arpt Clsd all acft btn 2345-0700 lcl until 2/15. (10/80) Current fld conditions avbl on ATIS & FAA twr. Conditions exist due to construction on Rwy 09-27 and adjoining intersections, twys, and ramp areas. Arpt Clsd B747/L500/C5A until 2/15. No Tkof or lndg 2330-0630 excp lndg acft certd or flown in conformance with FAR 36 not exceeding 104 EPNdB at Tkof Ref point. Sked ACR dep or arr dlas pmtd until 2345. No tkof or lndg 2200-2330 and 0630-0700 excp acft not exceeding 104 EPNdB per FAR 36/AC 36-2A tkof M/Est EPNdB and AC 36-1B tkof meas EPNdB acft exceeding 104 EPNdB tkof and lndg dlas until 2215 and early arr after 0645 pmtd. (11/80)

SIMI VALLEY SANTA SUSANNA ARPT: Arpt permly clsd. (12/80)

STOCKTON: VORTAC 255 deg radial 22 NM temporary aerobatics practice area 1 NM diameter; surface to 3500 feet until 12/31/80. (7/80)

VISALIA GREEN ACRES ARPT: Thr Rwy 12 dsplcd 530 ft. Thr Rwy 30 dsplcd 550 ft. Rwy 12-30 2800 ft by 40 ft. (12/80)

WOODLAND-WATTS ARPT: Rwy 18-36 3770 ft by 60 ft. Thr Rwy 18 dsplcd 630 ft. Thr Rwy 36 dsplcd 385 ft. (11/80)

COLORADO

DENVER ARAPAHOE COUNTY ARPT: Unicom freq 122.95. (12/80) CTLZ hrs 24 hr opns. (12/80)

DENVER STAPLETON INTL ARPT: Rwy 17C-35C clsd permly. Rwy 07-25 4864 ft by 75 ft. (11/80)

FORT COLLINS LOVELAND MUNI ARPT: ILS unmonitored when airport unattended. (12/80)

HUGO: VORTAC "HGO: unmonitored and w/o voice when La Junta FSS clsd. (11/80)

LA JUNTA: NDB "LHX" unmonitored when FSS clsd. (11/80) FSS hrs of operation 0600-2200;ctc Trinidad FSS other hours. (11/80) Rwy 26 2-Box VASI left side cmsnd. (12/80)

LAMAR: VORTAC "LAA" unmonitored and w/o voice when La Juanta FSS clsd. (11/80)

PAONIA NORTH FORK VALLEY ARPT: Rwy 05-23 4500 ft by 60 ft. (12/80)

PUEBLO MEMORIAL ARPT: Rwy 12-30 Clsd ngts UFN. (10/80)

CONNECTICUT

GROTON/NEW LONDON ARPT: Rwy 05-23 DT-WGT 200,000 lbs. (11/80)

OXFORD WATERBURY-OXFORD: ILS Rwy 36 OTS until 6/11/81. (12/80)

SIMSBURY, SIMSBURY TRI-TOWN ARPT: Arpt Clsd UFN. (8/80)

DELAWARE

NO NOTICES THIS ISSUE

DISTRICT OF COLUMBIA

WASHINGTON NATIONAL ARPT: Lgtd crane 275 ft West Rwy 15 until 9/82. (10/80)

FLORIDA

BRANDON ARPT: Unicom freq 122.7. (12/80)

CRESTVIEW BOB SIKES ARPT: VASI Rwy 25 OTS & Thr dsplcd 4000 ft. 1/15-2/1. VASI Rwy 17 OTS 2/1-2/15. (12/80)

LAKELAND: CTLZ suspended. (10/80)

MIAMI INTL ARPT: Rwy 09R-27L Clsd after 1800-0600 daily & MALSR Rwy 09R OTS until 1/07/81. (12/80)

ORMOND BEACH MUNI ARPT: Unicom freq 122.7. (12/80)

ST LUCIE COUNTY INTERNATIONAL ARPT: Unicom freq. 122.7. (11/80)

WINTER HAVEN'S GILBERT ARPT: Unicom freq 122.7. (11/80)

ZEPHYRHILLS MUNI ARPT: Rwy 04-22 S-Wgt 20,000 lbs; Rwy 14-32 S-Wgt 22,000 lbs; Rwy 18-36 S-Wgt 29,000, D-Wgt 49,000. (12/80)

GEORGIA

MOULTRIE CTLZ hrs are 0915-1815 daily (12/80)

ROME: VORTAC operating unrestricted. (10/80)

IDAHO

IDAHO FALLS FANNING FLD ARPT: Twr hrs are 0630-2200. (11/80)

FRIEDMAN MEMORIAL ARPT: 4-Box VASI Left Side Rwy 13/31. (11/80)

ILLINOIS

AURORA MUNI ARPT: REIL Rwy 27 & Rwy 18 OTS until 1/5/81. (12/80)

DANVILLE/VERMILLION COUNTY ARPT: CTLZ hrs 24 hrs. (12/80) Twr Hrs are 0700-1900. (11/80)

LITCHFIELD: NDB "LTD" OTS until 1/1. (11/80)

MATOON-CHARLESTON COLES COUNTY MEM ARPT: VASI Rwy 06 & Rwy 24 OTS until 12/18. (11/80) **CTLZ temporarily suspended until 3/1. (12/80)**

SUBLETTE TRUCKENBROD ARPT: Arpt permly Clsd. (11/80)

UTICA STARVED ROCK AIRPARK ARPT: Arpt permly Clsd. (11/80)

INDIANA

CONNERSVILLE METTEL FLD ARPT: Rwy 18/36 Rwy lgts OTS indefly. (11/80)

LAFAYETTE HALSMER ARPT: Unicom freq 122.8. (12/80)

MARION MUNI ARPT: Rwy 15/33 Rwy lgts OTS indefly. (11/80)

MICHIGAN CITY ARPT: CD freq 134.8. (12/80)

MICHIANNA ARPT: MALSF Rwy 09 CMSN. (11/80) LOC Rwy 09 unusable byn 20 deg N of cntrln blo 4500. (12/80)

RAMSEY GLEN-AIRE RANCH ARPT: Arpt Clsd permly. (12/80)

WINAMAC ARPT:NDB Cmsnd. (12/80)

IOWA

DAVENPORT: CTLZ hrs are 0800-1630 daily. (11/80)

HAMPTON MUNI ARPT: Unicom freq 122.7. For Rwy lgts key 122.7 5 times for high. (12/80)

LARCHWOOD ZANGGER ARPT: Rwys 12-30 and 04-22 Clsd permly. (12/80)

LEMARS MUNI ARPT: For Rwy lgts key 122.8 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

MARSHALLTOWN MUNI ARPT:RCO 122.15 cmsnd. (10/80)

KANSAS

ELKHART-MORTON COUNTY ARPT: Rwy 12-30 Clsd permly. (12/80)

ELLSWORTH MUNI ARPT: Rwy 17-35 3100 ft. by 50 ft. (11/80)

GOODLAND: CTLZ operates 24 hours.

GREAT BEND MUNI ARPT: Rwy 11-29 OTS UFN. (12/80)

HILL CITY MUNI ARPT: Rwy 19 thr dsplcd 600 ft. (12/80)

KANSAS CITY MUNI ARPT:Rwy 04-22 Clsd Ngts UFN. (12/80)

KINSLEY MUNI ARPT: Thr Rwy 18R dsplcd 180 ft. Thr Rwy 36L dsplcd 385 ft. Thr Rwy 18L dsplcd 180 ft. (12/80)

LIBERAL MUNI ARPT: GS Rwy 35 OTS until 1/22/81. (10/80)

MANHATTAN MUNI ARPT: Rwy 31 4-Box VASI left side cmsnd. (12/80)

MEADE MUNI ARPT: Rwy 17L-35R 3400 ft by 65 ft. (12/80)

MINNEAPOLIS CITY COUNTY ARPT: Thr Rwy 16 dsplcd 140 ft. Thr Rwy 34 dsplcd 190 ft. (12/80)

OLATHE JOHNSON COUNTY INDUSTRIAL ARPT: Thr Rwy 13 dsplcd 1200 ft. (12/80) **VOR "OJC" OTS until 12/31. (12/80)**

ULYSSES ARPT: Rwy 12 thr dsplcd 232 ft. Rwy 30 thr dsplcd 360 ft. Rwy 17 thr dsplcd 135 ft. Rwy 35 thr dsplcd 280 ft. (12/80)

WAKEENEY ARPT: Rwy 17-35 2690 ft by 50 ft. (12/80)

WICHITA MID-CONTINENT ARPT: 3300 ft extension on Rwy 01L-19R clsd. (12/80)

KENTUCKY

NO NOTICES THIS ISSUE

LOUISIANA

JONESBORO ARPT: Arpt Clsd until 1/1/81. (11/80)

LAKEFRONT ARPT: Rwy 13-31 permly Clsd. (11/80)

SHREVEPORT REGIONAL ARPT: Rwy 14-32 8350 ft by 200 ft. Thr Rwy 32 dsplcd 375 ft. (11/80)

SLIDELL ARPT: All twys permly Clsd. (9/80)

MAINE

PITTSFIELD MUNI ARPT: Rwy 01 4-Box VASI left side cmsnd. (12/80)

GREENVILLE MUNI ARPT: Rwy 32 4-Box VASI left side cmsnd (12/80)

GREENVILLE: NDB "XQA" unusable 180-360 beyond 20 NM. (12/80)

PRINCETON: DME unusable 300-330 degrees below 4500 ft. beyond 25 NM. (10/80)

WISCASSET ARPT: PCL Rwy 07-25 OTS UFN. (12/80)

MARYLAND

NO NOTICES THIS ISSUE

MASSACHUSETTS

FITCHBURG MUNI ARPT:For Rwy lgts key 123.0 5 times for med & 7 times for high intst & REIL. (12/80)

PLYMOUTH MUNI ARPT: For Rwy lgts Rwy 15-33 key 122.9 7 times for high; 5 times for med & 3 times for low. For Rwy lgts Rwy 06-24 key 122.9 3 times for low. (12/80)

MICHIGAN

ALLEGAN PADGHAM FLD ARPT: Rwy 10 2-Box VASI left side cmsnd. Rwy 28 2-Box VASI left side cmsnd. (12/80) For Rwy lgts Rwy 10-28 key 122.8 3 times for low & VASI 5 times med & VASI and 7 times High VASI & REIL for Rwy 28. (12/80)

DECKERVILLE LAMONT ARPT: Thr Rwy 09 dsplcd 262 ft. (11/80)

IRON MOUNTAIN/KINGSFORD: CTLZ hrs are 0515-2215 daily. (11/80)

IRONWOOD: CTLZ hrs are 0530-1700 Sat;0900-2400 Sun. (12/80)

LAKEVIEW ARPT: For rwy lgts key 121.8. (11/80)

MACKINAC ISLAND ARPT: RCO 122.5 Cmsnd. (10/80) VASI 2-Box left side cmsnd Rwy 08. VASI 2-Box left side cmsnd Rwy 26.

HARRY BROWN ARPT: Rwy 09-27 3500 ft. by 75 ft. (11/80) VASI 2-Box left side cmsnd Rwy 09. VASI 2-Box left side cmsnd Rwy 27. (11/80)

SAGINAW TRI-CITY ARPT: ILS Rwy 05 OTS until 1/5. (12/80)

TRAVERSE CITY CHERRY CAPITAL ARPT: Unicom freq. 123.0. (10/80)

MINNESOTA

BEMIDJI: CTLZ hrs are 0530-2030 daily. (12/80)

BRAINERD: CTLZ hrs are 0545-2000 daily. (12/80)

FAIRMONT: CTLZ hrs are 1400-2400 daily. (12/80)

HALLOCK MUNI ARPT: VASI Rwy 13 and Rwy 31 OTS indefly. (7/80)

MANKATO: CTLZ hrs are 0800-1700 daily. (12/80)

ROCHESTER MUNI ARPT: GS Rwy 31 OTS until 12/25. (11/80) SSALR/RVR OTS until 2/4/81. (11/80)

STEPHEN MUNI ARPT: Thr Rwy 35 dsplcd 200 ft day and 260 ft night. (11/80)

THIEF RIVER FALLS: CTLZ hrs are 0500-2100 daily. (12/80)

WINDOM MUNI ARPT: For Rwy lgts key 122.8 5 times for med; 7 times for high & REILS. (11/80)

WORTHINGTON: CTLZ hrs are 0745-1800 Sun-Fri;0745-1745 Sat. (12/80)

MISSISSIPPI

BRUCE CALHOUN COUNTY ARPT; Unicom freq 122.8. (10/80)

GULFPORT-BILOXI RGNL ARPT: Rwy 04-22 clsd until 6/1. (12/80)

RAYMOND JOHN BELL WILLIAMS ARPT: Rwy 05-23 & Rwy 17-35 permly Clsd. (12/80)

MISSOURI

JEFFERSON CITY: CTLZ hrs are 0600-2130. (11/80)

LAMBERT-ST LOUIS INTL ARPT: Rwy 17-35 Clsd until 1/81. (10/80) MM Rwy 30L OTS until 1/1/81. (12/80) Rwy 12L-35R clsd until 1/1. (12/80)

JOPLIN MUNI ARPT: Rwy 13 RAIL OTS until 10/1/81. (11/80)

MARYVILLE MEML ARPT: For rwy lgts key 122.8 3 times in 5 sec for low; 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

POINT LOOKOUT: NDB "PLK" OTS until 1/1. (12/80)

ST CHARLES ARPT: Unicom freq 123.0. (9/80)

ST. JOSEPH: CTLZ hrs are 0700-2200 daily. (11/80)

ST LOUIS LAMBERT-ST LOUIS INT'L ARPT: Rwy 12L-30R clsd until 1/1. (12/80)

WARRENSBURG SKYHAVEN ARPT: Unicom freq 123.0. (11/80)

MONTANA

BILLINGS LOGAN INTL ARPT: Rwy 22 4-Box VASI left side cmsnd. (12/80)

WHITE SULPHUR SPRINGS ARPT: Unicom freq 122.8. For rwy lgts key 122.8 3 times for low; 5 times for med; 7 times for high. (12/80)

NEBRASKA

HASTINGS MUNI ARPT: Rwy 04-22 4500 ft by 75 ft. (11/80)

HEBRON MUNI ARPT: Rwy 17-35 Clsd permly. Rwy 12-30 3600 ft by 60 ft. (12/80)

VALENTINE MILLER FLD ARPT: Rwy 13-31 5000 ft by 100 ft. Thr Rwy 13 dsplcd 600 ft. (12/80)

NEVADA

TONOPAH ARPT: Arpt Clsd ngts until 2/1/81. Rwy lgts OTS until 2/1/81. (10/80)

NEW HAMPSHIRE

NO NOTICES THIS ISSUE

NEW JERSEY

CALDWELL,ESSEX COUNTY ARPT: Rwy 09-27 Clsd indefly. (7/80)

LINCOLN PART ARPT: Rwy 01-19 3075 ft by 40 ft. Thr Rwy 01 dsplcd 840 ft. Thr Rwy 19 dsplcd 240 ft. (12/80)

NEWARK INTL ARPT: PAPI Indicator Right side Rwy 4R test only thru 2/9. (12/80)

SUSSEX ARPT: Unicom freq 122.7. (11/80)

NEW MEXICO

TAOS: NDB "SKX" OTS until 12/31. (11/80)

SOCORRO MUNI ARPT: Unicom freq 122.8. (12/80)

NEW YORK

ALBANY COUNTY ARPT: RVV Rwy 19 OTS 12/30. (12/80) Rwy 01-19 7200 ft by 150 ft. (12/80) GS Rwy 19 OTS until 12/31. (12/80)

JOHNSTOWN FULCO ARPT: Arpt Clsd UFN. (10/80)

NEWBURGH STEWART ARPT: Rwy 09-27 11818 ft. by 150 ft. Rwy 09 thr dsplcd 2000 ft. Rwy 27 thr dsplcd 2000 ft. (11/80) **ILS Rwy 09 OTS until 1/22. (12/80)**

ODGENSBURG, ODGENSBURG INTL ARPT: Large concentration of birds on or near vicinity of arpt particularly durg poor weather periods. (10/80) **Arpt clsd FAR 121 opns 2230-0500 weekdays & 1530-0800 Sat-Sun excp 2 hours PPR. (12/80)**

PERRY PERRY-WARSAW ARPT: Arpt Clsd indefly. (12/80)

POUGHKEEPSIE DUTCHESS COUNTY ARPT: Arpt Clsd CAB Cert Acr oper Sat-Sun and Weekdays 2330-0730 except 10 min PPR. (11/80)

SYRACUSE HANCOCK INTL ARPT: Rwy 06-24 Clsd UFN. (12/80)

WATERTOWN NEW YORK INTL ARPT:Rwy 07-25 S-Wgt 25,000 lbs;D-Wgt 44,000 lbs;DT-Wgt 90,000 lbs. (12/80)

WELLSVILLE MUNI ARPT: Unicom freq 123.0. For Rwy lgts key 123.0 7 times for high; 5 times for med & 3 times for low. (12/80)

NORTH CAROLINA

BURLINGTON MUNI ARPT: Rwy 06 4-Box VASI left side cmsnd. (12/80)

CHARLOTTE DOUGLAS MUNI ARPT: ILS IM Rwy 36L OTS indef. (10/80)

NORTH DAKOTA

BISMARCK MUNI ARPT: Rwy 02-20 Clsd ngts; lgts OTS permly. (11/80)

OHIO

CINCINNATI, GREATER CINCINNATI ARPT See Covington, Ky for current information.

CAMBRIDGE: NDB "CDI" OTS until 3/1. (12/80)

CARROLLTON CARROLL COUNTY-TOLSON ARPT: SW 500 ft Rwyy 07-25 clsd until 4/1. (12/80)

CIRVILLE: NDB "CYO" OTS until 12/31. (11/80)

CLEVELAND BURKE LAKEFRONT ARPT: Thr Rwy 06L dsplcd 274 ft. (12/80)

CLEVELAND-HOPKINS INTL ARPT: First 460 ft Rwy 18L Clsd permly. (11/80)

COLUMBUS PORT COLUMBUS INTL ARPT: Rwy 28R thr no longer dsplcd. (11/80)

GALION MUNI ARPT: For Rwy lgts key 122.8 3 times low; 5 times med; 7 times high. (11/80)

URBANA GRIMES FIELD: Rwy lgts Rwy 01-19 OTS. (7/80)

WILLARD ARPT: Rwy 10-28 4000 ft by 100 ft. Thr Rwy 10 dsplcd 200 ft. Thr Rwy 28 dsplcd 400 ft. (12/80)

OKLAHOMA

ELK CITY MUNI ARPT: For Rwy 17-35 Rwy lgts key 122.8 5 times in 5 sec for med and 7 times in 5 sec for high. (12/80)

NORMAN GOLDSBY ARPT: Rwy 03-21 Clsd permly. (12/80)

PRYOR CREEK PRYOR ARPT: VASI's Rwy 17 & 35 OTS indefly. (7/80)

WILL ROGERS WORLD ARPT: Rwy 17L-35R D-Wgt 200,000 lbs;DT-Wgt 400,000 lbs. (12/80)

OREGON

REDMOND: VORTAC "RDM" OTS until 6/30. (12/80)

PENNSYLVANIA

ALTOONA-BLAIR COUNTY ARPT: Rwy 02 4-Box VASI left side cmsnd. Rwy 12 2-Box VASI left side cmsnd. (12/80) Rwy 12-30 Clsd FAR 121 Opns. (12/80)

COATSVILLE ARPT: ISMLS Rwy 11 OTS UFN. (12/80)

CORRY, LAWRENCE ARPT: Arpt Clsd nights. (1/80)

EMLENTON MUNI ARPT: Arpt Clsd indefly. (7/80)

FRANKLIN:CTLZ hrs are 0630-2300 Wkdays. 0800-1630 Sat;1300-2300 Sun. (12/80)

PHILIPSBURG, MID-STATE MUNI ARPT: SFL Rwy 24 OTS indefly. (7/80)

SHARON ARPT: Arpt Clsd UFN. (10/80)

RHODE ISLAND

NEWPORT STATE ARPT: Rwy 04-22 S-WGT 18,000 lbs. Rwy 16-34 S-WGT 18,000 lbs. (11/80)

PAWTUCKET NORTH CENTRAL STATE ARPT: Rwy 05-23 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 15-33 S-WGT 30,000 lbs; D-WGT 60,000 lbs. (11/80)

WESTERLY STATE ARPT: Rwy 07-25 S-WGT 30,000 lbs; D-WGT 60,000 lbs. Rwy 14-32 S-WGT 20,000 lbs; D-WGT 40,000 lbs. (11/80)

SOUTH CAROLINA

ABERDEEN: CTLZ hrs Mon-Fri continuous Sat-Sun 0600-2200. (11/80)

COLUMBIA METROPOLITAN ARPT: Rwy 23 4-Box VASI left side cmsnd. (12/80)

GREENVILLE DOWNTOWN ARPT: Rwy 09-27 4000 ft by 75 ft. Thr Rwy 09 dsplcd 170 ft. Thr Rwy 27 dsplcd 180 ft. (12/80)

LANCASTER COUNTY ARPT: Unicom freq 122.8. (12/80)

MC CORMICK COUNTY ARPT: Arpt Clsd indef. (11/80)

SOUTH DAKOTA

BROOKINGS: CTLZ hrs are 0600-2300 Mon thru Fri. 0600-1700 Sat and 0830-2330 Sun. (12/80)

MITCHELL: CTLZ hrs are 0630-2200. (11/80)

TENNESSEE

BOLIVAR-HARDEMAN COUNTY ARPT: Rwy 18-36 4000 ft by 75 ft. First 500 ft Rwy 36 Clsd. VASIS Rwy 18 & Rwy 36 OTS until 12/25. (11/80)

CHATTANOOGA LOVELL FLD ARPT: Unicom freq 122.95. (12/80)

DYERSBURG MUNI ARPT: VASI Rwy 04-22 OTS UFN. (8/80)

LINDEN PERRY COUNTY ARPT: VASI Rwy 18-36 OTS indefly. (10/80)

ONEIDA: NDB "SCX" OTS until 1/31. (12/80)

SCOTT FIELD ARPT: ARPT Clsd ngts; Rwy lgts & Bcn OTS until 12/25. Rwy 15-33 4000 ft by 75 ft. (11/80)

TEXAS

•BIG SPRINGS ARPT: Rwy 17R-35L Clsd indefly. (11/80) **Rwy 17L-35R DT-Wgt 115,000 lbs. (12/80)**

CASTROVILLE: NDB "CVB" OTS until 1/1/82. (12/80)

DALHART MILLER AIRFLD ARPT: Rwy 17 thr dsplcd 685 ft. Rwy 35 thr dsplcd 345 ft. (11/80)

GAINESVILLE MUNI ARPT: Unicom freq 123.0. (11/80)

JASPER: RCO freq 122.5 cmsnd. (11/80)

KINGSVILLE: NDB "TKB" OTS until 12/30. (12/80)

LANCASTER ARPT: Unicom freq 122.7. (12/80)

LAREDO: LOC AND Glide Slope OTS until 1/15/81. (11/80)

MC ALLEN: LOC AND Glide Slope OTS until 12/31. (11/80)

MENARD COUNTY ARPT: Unlgtd 400 ft twr 3 mi SE arpt. (6/80)

MIAMI-ROBERTS COUNTY ARPT: Rwy 20 thr dsplcd 400 ft. (12/80)

MINERAL WELLS: CTLZ hrs are 0700-1700 thru 12/27. (11/80)

MIAMI-ROBERTS COUNTY ARPT: Rwy 02-20 4060 ft. by 50 ft. Thr Rwy 20 dsplcd 402 ft. (11/80)

OLNEY MUNI ARPT: NDB OTS until 5/1/81. (10/80)

PARIS: CTLZ hrs are 0630-1100;1330-1530;and 1730-2200 weekdays. 0630-0830 and 1330-1500 Sat. 1330-1500 and 1730-1930 Sun. (12/80)

UTAH

PROVO MUNI ARPT: MALSF Rwy 31 OTS UFN. (12/80)

SALT LAKE CITY MUNI ARPT: Rwy 12-30 now open. Daytime operation only. Right-hand pattern for Rwy 12, left-hand pattern for Rwy 30. Rwy length 2400 ft by 100 ft. No Rwy lgts. (10/80) VORTAC "SLC" unusable 360-070 byn 20 NM blo 11200; 100-140 byd 30 NM blo 13000; 200-230 byd 25 NM byd blo 10800; 280-290 byd 25 NM blo 8100; 290-315 byd 35 NM blo 8600; 315-330 byd 20 NM blo 8600; 330-345 byd 24 NM blo 7000. (12/80)

SALT LAKE CITY MUNI 2 ARPT: Rwy 12-30 Clsd permly. (12/80)

VERMONT

BURLINGTON INTL ARPT: Unicom freq 122.95. (11/80)

VIRGINIA

CHARLOTTESVILLE-ALBEMARLE ARPT: Arpt Clsd CAB cert ACR opns 2300-0700 Sun-Fri & 2100-0700 Sat except PPR. (11/80)

DANVILLE MUNI ARPT: Rwy lights Rwy 13-31 OTS indefly. (7/80)

HOPEWELL ARPT: Rwy 08-26 Clsd indefly. (7/80)

PETERSBURG MUNI APRT: Rwy 14-32 Clsd Acft 4000 lbs & over indefly. (12/80) Rwy 05-23 S-Wgt 30,000; D-Wgt 45,000;DT-Wgt 135,000. Rwy 14-32 S-Wgt 50,000; D-Wgt 75,000; DT-Wgt 135,000.

SOUTH HILL MUNI ARPT: Arpt Clsd permly. (12/80)

WINCHESTER SHAWNEE: VOR portion unusable 360-090 15 NM below 3000;090-180 beyond 15 NM below 4500;180-360 beyound 15 NM below 5000. (12/80)

VIRGIN ISLANDS

NO NOTICES THIS ISSUE

WASHINGTON

KITSAP COUNTY ARPT: Rwy 01-19 S-Wgt 80,000 lbs; D-Wgt 117,000 lbs;DT-Wgt 210,000 lbs. (12/80)

PASCO TRI-CITIES ARPT: Rwy 03R-21L Clsd FAR 135/121 Opns & Acft 12,500 lbs & above. (12/80)

WEST VIRGINIA

CLARKSBURG BENEDUM ARPT: Rwy 03-21 S-Wgt 70,000 lbs. Rwy 13-31 S-Wgt 26,000 lbs. (12/80)

FAIRMONT MUNI ARPT: Rwy 14-22 S-Wgt 12,500 lbs. (12/80)

MORGANTOWN MUNI-WALTER L. BILL HART FLD ARPT: 24-Hour PPR for ACR opns. (12/80)

PETERSBURG GRANT COUNTY ARPT: For rwy lgts key 122.8 5 times. (12/80)

WISCONSIN

ASHLAND: VOR "ASX" OTS until 1/16. (12/80)

BURLINGTON: VOR now monitored. (11/80)

CUMBERLAND MUNI ARPT: Arpt and Rwy 01/19 open. Rwy 09-27 under const. (12/80)

EAU CLAIRE COUNTY ARPT: Rwy 14-30 clsd turbojet acft UFN. (12/80)

GENOA CITY VINCENT ARPT: Unicom freq. 123.0. (12/80)

JANESVILLE ROCK COUNTY ARPT: Rwy 18-36 Clsd acft over 12,500 lbs. (12/80)

KENOSHA: VOR now monitored. (11/80)

LAKE NEBAGAMON VALLEY FARM LODGE ARPT: Rwy 18-36 Rwy lgts OTS until 4/1. (12/80)

MADISON MOREY ARPT: For Rwy lgts & REIL key 123.5 5 times in 5 sec. (10/80)

MOSINEE: CTLZ hrs are 0600-2200. (12/80)

OSHKOSH WITTMAN FLD ARPT: Rwy 27 4-Box VASI left side cmsnd. (12/80)

PLATTEVILLE: NDB "PVB" OTS until 12/21. (11/80)

RHINELANDER-ONEIDA CTLZ hrs are 0500-2330 Mon-Fri; 0500-1730 Sat; 0730-2330 Sun. (12/80)

STEVENS POINT MUNI ARPT: Rwy 03 4-Box VASI left side cmsnd. Rwy 21 4-Box VASI left side cmsnd. (12/80)

WYOMING

FORT BRIDGER MUNI ARPT: First 200 ft Rwy 24 permly Clsd. (9/80)

POWELL MUNI ARPT: For Rwy lgts key 122.7 3 times in 5 sec for low; 5 times in 5 sec for med; 7 times in 5 sec for high. (11/80)

STOLEN AIRCRAFT REPORT

FOR PERIOD AUG-OCT

Law Enforcement Agencies have reported the following aircraft stolen. Persons sighting these aircraft are requested to report the sighting to the local FSS. DO NOT attempt to contact the aircraft or pilot. Aircraft thefts should be promptly reported to law enforcement authorities with a request that they notify the nearest FSS for the issuance of an FAA stolen aircraft alert.

ACFT	TYPE	COLOR
N111R	C310	Wht/Org
N1229G	C414	Wht/Yel
N140PC	C172	Wht/Blu
N1543S	QA	Wht
N1568X	Piper	Wht/Grn
N1879M	C182	Wht/Green Trim
N2034T	C182	Whit/Org
N24586	BE Sierra	Wht/Blue
N27737	PA31	Wht
N3184W	BE55	Wht/Blu/Gld
N31876	PA Lance	Wht/Brn
N3434W	PA28	Wht/Red
N34634	CS 177	Grn/Org/Sht
N3647Q	BE Musketeer	Wht/Gld
N300BU	C310R	Blu/Wht
N37101	C404	Wht/Blu
N37431	C421C	Wht/Blu
N3930C	CS 404	Blu/Wht
N39614	PA Lance	Wht
N4AE	CS 337	Unknown
N40253	Aztec	Wht/Yel/Blk
N4596A	C152	Blu/Red/Wht
N4623U	C206	Tan
N47364	PA Seneca	Wht
N47616	PI Cherokee	Wht/Red
N47645	PA2801T	Wht/Grn/Blk
N4992F	PA Seneca	Unknown
N49947	C402	Wht/Red
N5069Y	PI Aztec	Org/Wht
N5262C	CS 404	Wht/Org Brn Trim
N5363X	C206T	Wht/Mrn/Tan
N56206	Stearman Bi-Plane	Blk
N6073Y	PAZT	Unk
N6104Y	PI 23250	Unknown
N6174D	PA Tri-Pacer	Wht
N62BM	PAZT	Wht/Red/Blk
N6313N	CS 210	Wht/Bkl/Gld
N6375C	C210	L.Blu/D. Blu
N63801	PA23-250	Brn/Org
N642LS	C411	Wht
N66TA	C421	Blu/Wht
N67069	Convair 440	Wht/Blk
N69466	CS 340	Wht/Bronze Trim
N70339	CS Stationair Org	Tan/Brn
N7074B	PA Supercub	Red/Wht
N7215P	PI Comanche	Wht/Grn
N731HT	CS 210	Wht
N732GU	C206 Super Skylane	Unk
N73578	C206 Stationair 8II	Unk
N737QY	CS 172	Wht/Red
N756RE	CS 206	Wht/Blu
N756RY	CS 206	Wht/Blk
N761JE	C210	Gld/Brn/Wht
N761LN	CT210M	Wht/Brn/Org Trm
N761JH	T210	Wht Brn Strip
N770K	PI Sen	Wht/Blu
N777SH	CS 402B	
N80472	C172	Grn/Wht
N8271F	CS 401	Blu/Wht
N87275	CS 402B	Wht/MRN Stripe
N7661S	Bellanca 7KCAB	Yel

N88700	C404 Titan	Wht/Red
N88832	C441	Gld/Wht
N89167	CS 152	Brn/Wht
N9027Q	BE55	Unk
N9133Q	BE Baron	Wht/Blk/Blu
VQ-TAC	C310	Wht

CERTIFICATED AIRPORTS (FAR 139)

AMENDMENT

ADDITIONS OR CHANGES		INDEX
PA	WILLIAMSPORT	A
WV	BENEDUM	A
WV	MORGANTOWN	A

ABANDONED FACILITIES

AR	JACK GUNTER ARPT
AR	ANTHONY ISLAND SEAPLANE BASE
AR	HARRISON FIELD
ID	STRAWBERRY GLEN ARPT
IA	WELTY WAY HELIPORT
IA	EVENS SAIL PORT ARPT
LA	K C RANCE ARPT
MI	OTISVILLE RIXPORT ARPT
MI	RUNYON PRIVATE STRIP ARPT
NH	KEARSARGE VALLEY ARPT
NJ	ZIGFIELD ARPT
NM	RUNYAN ARPT
NY	ZAHNS ARPT
NC	ROCKY MOUNT DOWNTOWN ARPT
TX	S & S PATROL FIELD ARPT
TX	WAGON WHEEL SKY RANCH ARPT
TX	ALLISON RANCH ARPT
TX	W.M. ALLISON RANCH ARPT

F.A.A. NATIONAL FLIGHT DATA CENTER

FDC NOTAMS

THE FOLLOWING LISTING CONTAINS FDC NOTAMS
THRU FDC 0/2201 DECEMBER 10, 1980

SECTION 2

THE LISTING BELOW INCLUDES CHANGES IN FLIGHT DATA (PARTICULARLY OF A REGULATORY NATURE) WHICH AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES AND AERONAUTICAL CHARTS; AND SELECTED FLIGHT RESTRICTIONS ISSUED PRIOR TO THE NORMAL PUBLICATION CYCLE. THESE REVISIONS SHOULD BE CONSULTED DURING PRE-FLIGHT PLANNING. THIS LISTING INCLUDES ALL FDC NOTAMS CURRENT THRU THE FDC NOTAM NUMBER SHOWN ABOVE. TIMES ARE GMT UNLESS OTHERWISE NOTED.

LEGEND

FDC ------- NATIONAL FLIGHT DATA CENTER
9/103 ----- ACCOUNTABILITY NUMBER ASSIGNED TO THE MESSAGE ORIGINATOR BY FDC
FI/T ------ FLIGHT INFORMATION/TEMPORARY
FI/P ------ FLIGHT INFORMATION/PERMANENT
#---------- NEW NOTAM

EAST CENTRAL

ILLINOIS

FDC 0/1945 FI/T /TAZ/ TAYLORVILLE, IL. NDB CORRECT U.S. GOVT ENROUTE LOW ALTITUDE CHART L-21 PANEL C EFFECTIVE 30 OCTOBER 1980 TAZ NDB FREQUENCY SHOULD BE 395.

FDC 0/1969 FI/T /2H3/ FAIRFIELD MUNI FAIRFIELD, IL. NDB RWY 36 AMDT 5 SI MINS /SI NDB/ VOR MINS NA.

FDC 0/2043 FI/P /GBG/ GALESBURG MUNI, GALESBURG, IL. ILS RWY 2 AMDT 2 SI ILS RWY 2 DH 1013 HAT 250 VIS 3/4 MILE ALL CATS. SI LOC RWY 2 CATS A/B/C VIS 3/4 MILE. SI LOC VIS CATS A/B/C INCREASED 1/4 MILE FOR INOPERATIVE MALSR. THIS IS AMDT 3. VOR RWY 2 ORIG SI VIS CATS A/B/C 3/4 MILE. SI VIS INCREASED 1/4 MILE FOR INOPERATIVE MALSR ALL CATS. THIS IS AMDT 1.

FDC 0/2084 FI/T /GBG/ GALESBURG MUNI GALESBURG, IL. TAKEOFF MINIMUMS RWY 02 20 10 AND 28 STANDARD. FAR 135 AUTH RWY 02 3/4 MILE

INDIANA

FDC 0/1829 FI/T /FWA/ FORT WAYNE MUNI/BAER FIELD/, FORT WAYNE, IN. VOR RWY 22/TAC/AMDT 7 MIN ALT LINCY 3.5 DME INCREASE RADAR 1580. SINGLE BASIS SI RWY 22 AND CIRCLING MDA INCREASED TO 1580/HAT 781/HAA 780 ALL CATS, SI AND CIRCLING VIS CAT B 1 1/4 MILE CAT C 2 1/4 MILE AND CAT D 2 1/2 MILE. ALTERNATE MINS CAT C 800 - 2 1/4 CAT D 800 - 2 1/2.

FDC 0/1949 FI/T /SBN/ MICHIANA REGIONAL, SOUTH BEND, IN. LOC RWY 9 AMDT ORIG PROC TURN AND TRANSITION FROM SB LOM TO KNUTE INT/LOM NA. RADAR VECTOR REQUIRED.

#FDC 0/2198 FI/T /IMS/ MADISON MUNI MADISON, IN. VOR/DME RWY 3 AMDT 3 MISSED APCH CLIMB TO 1800 THEN RIGHT CLIMBING TURN TO 2500 DIRECT ABB VORTAC AND HOLD WEST LEFT TURNS 087 INBOUND.

MICHIGAN

FDC 0/1534 FI/T /9D9/ HASTINGS MUNI, HASTINGS, MI. VOR RWY 12 AMDT 4 PROC DATA NOTES ADD ACTIVATE MIRL RWY 12-30 REIL RWY 12 AND VASI RWY 12 ON 122.8.

FDC 0/1566 FI/T /DET/ DETROIT CITY DETROIT, MI. ILS RWY 33 AMDT 5 TRML ROUTE CHANGE ALT GOMAC INT/YQG 5.0 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE AT LENTZ NDB/YQG 8.5 DME 2100 FEET. VOR RWY 33 AMDT 19 TRML ROUTE CHANGE ALT STACK INT/YQG 4.1 DME TO LENTZ NDB/YQG 8.5 DME TO 2100 FEET. MIN ALTITUDE VQ NDB/YQG 8.5 DME 2100 FEET.

FDC 0/1580 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3L AMDT 5 ADD PROC DATA NOTE RADAR REQUIRED FOR SLUDD INT /IAF/ TRANSITION.

FDC 0/1597 FI/T /Y47/ NEW HUDSON, NEW HUDSON, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1598 FI/T /3HE/ LIVINGSTON COUNTY, HOWELL, MI. VOR RWY 31 AMDT 5 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1599 FI/T /OG9/ SALEM, SALEM, MI. VOR-A AMDT 2 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1600 FI/T /1D2/ METTETAL, PLYMOUTH, MI. VOR-A AMDT 4 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1601 FI/T /YIP/ WILLOW RUN, DETROIT, MI. NDB RWY 5R AMDT 4. ILS RWY 5R AMDT 7 MSA 25 MILES YI LOM 3100. LOC BC RWY 23L AMDT 6. VOR RWY 5R AMDT 6, VOR RWY 23L AMDT 3 MSA 25 MILES YIP VOR 3100.

FDC 0/1602 FI/T /1G4/ SPENCER FIELD, WIXOM, MI. VOR-A ORIG MSA 25 MILES SVM VORTAC 3100.

FDC 0/1604 FI/T /DTW/ DETROIT METROPOLITAN WAYNE COUNTY. DETROIT,MI. VOR RWY 9 AMDT 8 MSA 25 MILES SVM VORTAC 3100.

FDC 0/1679 FI/T /PTK/ OAKLAND-PONTIAC, PONTIAC, MI. VOR RWY 27L AMDT 11 AND LOC BC RWY 27L AMDT 4 SI RWY 27L MDA 1520/ HAT 544 ALL CATS. VIS CAT C 1 1/2 MILE, CAT D 1 3/4 MILE. CIRCLING MDA 1520/HAA 540 CAT A, B.

FDC 0/1732 FI/T /DTW/ DETROIT METROPOLITAN-WAYNE COUNTY DETROIT MI. ILS RWY 3R AMDT 4 ADD PROC DATA NOTE RADAR REQUIRED.

FDC 0/1845 FI/T **/3CM/JAMES CLEMENTS MUNICIPAL, BAY CITY, MI.** VOR-A AMDT 5 CAT D MDA 1500/HAA 915 VIS 3 MILES. TKOF MINS RWY 36 700-2. IFR DEPARTURE PROCEDURES RWYS 5, 9, 18, 23 AND 27 CLIMB RWY HEADING TO 1500 BEFORE TURNING.

FDC 0/1966 FI/T **/APN/ PHELPS COLLINS, ALPENA, MI.** NDB RWY 36 AMDT 3 AND ILS RWY 36 AMDT 3 ALTN MINS NA.

FDC 0/1984 FI/T **/MBS/ SAGINAW, MI.** ILS RWY 5 AMDT 8 PROC NA.

#FDC 0/2130 FI/T **MICHIGAN** EFFECTIVE 11/26/80 AILES INT MRA 4200. CURRS INT MRA 4300.

#FDC 0/2138 FI/T **/35D/ PADGHAM FIELD ALLEGAN MI.** VOR RWY 28 AMDT 8 ADD PROC DATA NOTE ACTIVATE MIRL AND VASI RWY 10-28 AND REIL RWY 28 ON 122.8.

#FDC 0/2159 FI/P **/MBS/TRI-CITY SAGINAW MI.** RADAR-1 AMDT 4 ASR SI RWY 5 MDA 1060/HAT 394 ALL CATS. RWY 23 FAF 5.0 FROM THRESHOLD.

#FDC 0/2169 FI/T **/Y84 MACKINAC ISLAND MACKINAC ISLAND, MI.** VOR/DME-A AMDT 3 DELETE PROC DATA NOTE WHICH READS PROC NA AT NIGHT AND ADD THE FOLLOWING NOTE. ACTIVATE MIRL REILS VASI RWY 08-26 ON 122.8.

OHIO

FDC 0/1722 FI/T /YNG/ YOUNGSTOWN MUNI OH. RADAR-1 AMDT 6 SI RWY 5 MDA 1540, HAT 396 ALL CATS. 1 MILE VIS CAT A B C 1 1/4 MILE VIS CAT D. RWY 5 FAF 5 MILES FROM THR MIN ALT 2700. FINAL APPROACH COURSE 050. MISSED APPROACH POINT 1/2 MILE FROM THR. CLIMB TO 2700, THEN DIRECT YNG VORTAC AND HOLD, NORTH, RIGHT TURN, 183 INBOUND.

WISCONSIN

FDC 0/243 FI/T /JVL/ ROCK COUNTY JANESVILLE WI. ILS RWY 4 AMDT 6 AUTO COUPLED APCHS NA BELOW 1683 MSL.

FDC 0/989 FI/T /LSE/ LACROSSE MUNI LACROSSE WI. LOC BC RWY 36 AMDT 8 PROCEDURE NA.

FDC 0/1536 FI/T /MWC/ LAWRENCE J. TIMMERMAN, MILWAUKEE, WI IFR TAKE-OFF MINIMUMS ADD RWY 15L/15R 300-1.

FDC 0/1537 FI/T/OSH/ WHITTMAN FIELD, OSHKOSH, WI. VOR RWY 9 AMDT 6 SI MDA 1320 FT/HAT 524 FT ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING MDA 1320 FT/HAA 515 FT CAT A/B C. IFR TAKE-OFF MINIMUMS ADD RWY 27 300-1.

NORTHEAST

CONNECTICUT

FDC 0/96 FI/T (BDL) BRADLEY INTERNATIONAL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 26 PROCEDURE TURN ALT 2800 FT, MINIMUM GLIDE SLOPE INTERCEPT ALT 2300 FT. NDB RWY 6 AMDT 22 PROCEDURE TURN ALT 2800 FT.

FDC 0/770 FI/T /BDL/ BRADLEY INTERNATIONAL WINDSOR LOCKS CT. ILS RWY 24 ORIG AND ILS RWY 33 ORIG. CHANGE MISSED APPROACH HOLDING ALTITUDE OVER BD LOM FROM 2300 FT TO 2800 FT.

FDC 0/2082 FI/T /HVN/TWEED-NEW HAVEN, NEW HAVEN CT. ILS RWY 02 AMDT 7 SI ILS VIS 1 MILE ALL CATS.

MAINE

FDC 0/306 FI/T (3B7) BELFAST MUNI BELFAST ME. IFR TAKEOFF MINIMUMS RWY 15 STANDARD. RWY 33 400-1.

FDC 0/535 FI/T /RKD/ KNOX COUNTY REGIONAL ROCKLAND ME. NDB RWY 3 AMDT 3 LOC RWY 3 AMDT 4. TERMINAL ROUTE LAMOINE NDB TO SPRUCEHEAD NDB NA.

FDC 0/1326 FI/T /PQI/ NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE PRESQUE ISLE ME. ILS RWY 1 AMDT 2 SI-LOC AND CIRCLING VIS 1 MI CATS A,B 2 MI CAT C 21/4 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. ALTN MINIMUMS NA VOR/DME RWY 1 AMDT 7 SI VIS 1 MI CATS A, B 11/2 MI CAT C 13/4 MI CAT D CIRCLING VIS 1 MI CATS A, B 11/2 MI CAT C 2 MI CAT D. THRESHOLD DISPLACED 2300 FT. WHEN CTLZ NOT EFFECTIVE USE LORING AFB ME. ALSTG AND INCREASE ALL MDAS 60 FT. INOPERATIVE TABLE DOES NOT APPLY. VDP DOES NOT APPLY. ALTN MINIMUMS NA.

FDC 0/1666 FI/T /B19/ BIDDERFORD MUNI BIDDERFORD ME. RADAR - 1 ORIG PROC NA.

FDC 0/1667 FI/T /PWM/ PORTLAND INTERNATIONAL JETPORT PORTLAND ME. RADAR - 1 ORIG PROC NA.

FDC 9/335 FI/T (WVL) WATERVILLE ROBERT LAFLEUR WATERVILLE, ME. VOR/DME RWY 5 AMDT 2 SI VSBL 1 MILE CAT A/B.

MARYLAND

#FDC 0/2123 FI/T /N80/ OCEAN CITY, OCEAN CITY, MD. VOR-A AMDT 5 PROC NA.

MASSACHUSETTS

FDC 0/4 FI/T /HYA/ BARNSTABLE MUNI HYANNIS MA. ILS RWY 24 AMDT 11 GLIDE SLOPE UNUSABLE BELOW 290 FT. UNUSABLE BELOW 320 FT WITH AUTO COUPLER.

FDC 0/1848 FI/T /BOS/ LOGAN INTERNATIONAL BOSTON MA. ILS RWY 33L AMDT 15 DISTANCE TO THRESHOLD FROM MM IS 0.4 NM. GS ALT AT MM 205 FEET.

FDC 0/2094 FI/T /EWB/ NEW BEDFORD MUNI/ **NEW BEDFORD/ MA.** ILS RWY 5 AMDT 15. SI ILS DH 322 HAT 250 VIS RVR 4000 ALL CATS/ INOPERATIVE TABLE DOES NOT APPLY. SI LOC VIS CATS A/B RVR 4000 WHEN ALSF INOPERATIVE INCREASE CATS A/B VIS TO RVR 5000. TAKEOFF MINIMUMS. CHANGE FAR 135 AUTH FOR RWY 5 TO RVR 4000.

FDC 9/1654 FI/T (PYM) PLYMOUTH MUNI PLYMOUTH, MA. NDB RWY 6 AMDT 2 VIS 1 MILE CATS A/B. INOPERATIVE TABLE DOES NOT APPLY.

NEW HAMPSHIRE

FDC 0/1595 FI/T /EEN/ DILLANT-HOPKINS, KEENE,NH. ILS RWY 2 AMDT 8 VOR RWY 2 AMDT 6 CIRCLING NA AT NIGHT RWYS 14 AND 32.

NEW JERSEY

FDC 0/2025 FI/P /MIV/ MILLVILLE MUNI, MILLVILLE, NJ. LOC RWY 10 AMDT 1 SI VIS 3/4 MILE CATS A/B/C. DELETE INOPERATIVE TABLE DOES NOT APPLY. THIS IS AMDT 2.

FDC 0/2085 FI/P /AIY/ ATLANTIC CITY MUNI BADER FIELD ATLANTIC CITY NJ. VOR-A ORIG DME MINIMA MDA 700/HAA 691 CATS A/B. THIS IS AMDT 1.

NEW YORK

FDC 0/934 FI/T /SCH/ SCHENECTADY COUNTY SCHENECTADY NY. VOR RWY 22 AMDT 5, VOR RWY 4 AMDT 1, LOC RWY 4 ORIG, NDB RWY 22 AMDT 9, NDB RWYS 28 AND 33 AMDT 7; ALTN MINS NA.

FDC 0/940 FI/T /N23/ SIDNEY MUNI SIDNEY NY. IFR DEPARTURE PROCEDURE RWY 7: CLIMB RUNWAY HEADING TO 2500 FT BEFORE TURNING; RWY 25; CLIMB RUNWAY HEADING TO 2000 FT BEFORE TURNING.

FDC 0/1292 FI/T /GFL/ WARREN COUNTY GLENS FALLS NY. ILS RWY 1 AMDT 1 SI ILS ALL CATS DH 573 FT HAT 250 FT VIS 1 MILE. SI LOC VIS CATS A/B/C 1 MILE. CAT D 1 1/4 MILES. INOPERATIVE TABLE DOES NOT APPLY.

FDC 0/1909 FI/T /SWF/ STEWART, NEWBURGH, NY. ILS RWY 9 AMDT 1 PROC NA.

FDC 0/1911 FI/T /ALB/ ALBANY COUNTY, ALBANY, NY. VOR RWY 19 AMDT 16. VDP AT 2.2 DME, DISTANCE VDP TO RWY 19 THRESHOLD 1.6 NM.

FDC 0/1967 FI/T /NOO/ OSWEGO COUNTY, FULTON. NY. VOR/DME RWY 33 AMDT 2 SI RWY 33 MDA 940 FEET HAT 471 FEET ALL CATS. VIS CATS A/B 1 MILE, CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. CIRCLING MDA CATS A/B/C 940 FEET, CAT D 1020 FEET, HAA CATS A/B/C 471 FEET, CAT D 551 FEET.

FDC 0/1991 FI/T /GFL/ WARREN COUNTY, GLEN FALLS, NY. VOR/DME RWY 19 AMDT 5. SI MINS NA. MIN ALTITUDE 4 DME 1900 FEET. CIRCLING MDA CAT A/B/C 880 FEET. CAT D 900 FEET.

FDC 0/2067 FI/T /9G6/ PINE HILL, ALBION, NY. VOR RWY 28 ORIG SI AND CIRCLING MDAS CATS A/B 1400 FEET HAT/HAA 737 FEET. MIN ALTITUDE ROC R-286/21 1400 FEET/1520 FEET WHEN USING ROCHESTER, NY ALTIMETER SETTING. VOR/DME MINIMA NA.

#FDC 0/2128 FI/T /ALB/ ALBANY COUNTY ALBANY NY. ILS RWY 19 AMDT 15. SI ILS MINS NA. SI LOC MDA 640 HAT 360 ALL CATS. DSTC FAF TO MAP AND THR 3.6 MI. LOC MAP 3.6 MILES AFTER PASSING HAWKY LOM. AUTO-COUPLED APPROACHES NA. VOR RWY 19 AMDT 16 SI MDA 860 HAT 580 ALL CATS. RADAR-1 AMDT 11 ASR RWY 19 MDA 820 HAT 540 ALL CATS.

#FDC 0/2178 FI/T /UCA/ ONEIDA COUNTY, UTICA, NY. ILS RWY 15 AMDT 2 SI ILS DH 910 HAT 200 VIS 1/2 MILE ALL CATS. SI LOC VIS 1/2 MILE CATS A/B/C. 3/4 MILE CAT D. CHANGE PROCEDURAL DATA/NOTE TO READ: SI LOC CAT D VIS INCREASED 1/4 MILE FOR INOPERATIVE MALSR OR MM.

PENNSYLVANIA

FDC 0/231 FI/T /BFD/ BRADFORD REGIONAL BRADFORD PA. VOR RWY 32 AMDT 3 NOT AUTH.

FDC 0/493 FI/T /UKT/ QUAKERTOWN QUAKERTOWN PA. VOR RWY 11 AMDT 3. PROC NA.

FDC 0/1495 FI/T /ABE/ ALLENTOWN-BETHLEHEM-EASTON, ALLENTOWN, PA. NDB RWY 6, AMDT 15 SI 6 MDA 1040 FT, HAT 646 FEET, CAT C VIS RVR 6000 FEET, CAT D VIS 1 3/4 MILES. CIRCLING MDA 1040 FEET, HAA 646 FEET, CAT C CIRCLING 1 3/4 MILES.

VERMONT

FDC 9/2161 FI/T (BTV) BURLINGTON INTL BURLINGTON VT. ILS RWY 15 AMDT 17 SI ILS RWY 15 ALL CATS VIS RVR 2400 SI LOC RWY 15 CATS A/B/C RVR 2400 CAT D RVR 4000. NDB RWY 15 AMDT 15 CAT A/B RVR 4000 CAT C RVR 5000. RADAR-1 AMDT 1 ASR RWY 15 CATS A/B/C RVR 4000 CAT D 6000. ASR RWY 33 CATS A/B RVR 6000.

VIRGINIA

FDC 0/483 FI/T /W93/ ORANGE COUNTY ORANGE VA. VOR/DME-A ORIG NA.

FDC 0/2017 FI/P /MFV/ ACCOMACK COUNTY/ MELFA, VA. VOR/DME RWY 2 AMDT 2 AND NDB RWY 2 AMDT 3 REDESIGNATED VOR/DME RWY 3 AMDT 3 AND NDB RWY 3 AMDT 4.

#FDC 0/2124 FI/T /PHF/ PATRICK HENRY INTL, NEWPORT NEWS, VA. ILS RWY 7 AMDT 23 SI ILS DH 290/HAT 250 VTS RVR 5000 ALL CATS. SI LOC VIS RVR 5000 ALL CATS. CHANGE PROC DATA NOTES TO READ INOP TABLE DOES NOT APPLY. WHEN CONTROL TOWER NOT IN OPN THE FOLLOWING APPLIES. ALTN MINS NA. SSALR BECOMES SSALS. INCREASE SI LOC CAT D VIS TO RVR 6000.

#FDC 0/2197 FI/T /CFU/ CHESTERFIELD COUNTY, CHESTERFIELD, VA. SDF RWY 33 ORIG SI MDA 620/HAT 402 ALL CATS, VIS 1 1/4 CAT C. CIRCLING MDA 720/HAT 488 CATS B/C. NDB RWY 33 AMDT 2 SI MDA 720/HAT 488 ALL CATS, VIS 1 1/4 CAT C. CIRCLING MDA 720/HAA 488 CATS A/B/C.

FDC 9/2088 FI/T (HLX) TWIN COUNTY, GALAX HILLSVILLE, VA. RWY 17/35 REDESIGNATED RWY 18/36 SIAP REDESIGNATED VOR/DME RWY 17 ORIG TO VOR/DME RWY 18 ORIG.

FDC 9/2153 FI/T (ORF) NORFOLK INTERNATIONAL, NORFOLK, VA. VOR RWY 23 AMDT 5 MINIMUM SI RWY 23 VIS CAT A, B, C 3/4 MILE CAT D 1 MILE. PROC DATA NOTE ADD: SI RWY 23 VIS ALL CATS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

WEST VIRGINIA

FDC 0/820 FI/T /CRW/ VORTAC CHARLESTON WV. MINIMUM ENROUTE ALTITUDES ARE AS FOLLOWS. V309 FROM CRW TO INT OF V309 AND V44 5000 FEET. V309 FROM INT OF V309 AND V44 TO BURGS INT 7000 FEET.

FDC 0/2096 FI/T /BLF/ MERCER COUNTY, BLUEFIELD, WV. ILS RWY 23 AMDT 3 SI-ILS VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY.

FDC 9/2148 FI/T (HLG) WHEELING-OHIO COUNTY WHEELING WV. ILS RWY 3 AMDT 12 AUTOPILOT COUPLED APPROACHES NA.

SOUTH CENTRAL

ARKANSAS

FDC 0/549 FI/T /FSM/ FORT SMITH MUNI FORT SMITH AR. NDB RWY 7 AMDT 4 SI RWY 7 VIS CATS A AND B 1 MILE. LOC BC RWY 7 AMDT 5 SI RWY 7 VIS CATS A/B/C 1 MILE. VOR/DME RWY 7 AMDT 6 SI RWY 7 VIS CATS A AND B 1 MILE. NDB RWY 25 AMDT 21 SI RWY 25 VIS CATS A AND B 1 MILE. ILS RWY 25 AMDT 16 SI ILS RWY 25 VIS 3/4 MILE ALL CATS SI LOC RWY 25 CATS A/B/C 3/4 MILE CAT D 1 MILE. RADAR-1 AMDT 3 SI ASR RWY 25 VIS CATS A AND B 3/4 MILE SI ASR RWY 7 CAT A AND B 1 MILE.

FDC 0/732 FI/T /LIT/ ADAMS FIELD LITTLE ROCK AR. ILS RWY 4 AMDT 18 SI DH 505 FT/HAT 250 FT VIS RVR 4000 FT ALL CATS FROM 1200Z TO 2400Z DAILY EXCEPT CHARTED MINS AUTH WHEN NOTIFIED BY ATC.

FDC 0/850 FLIGHT RESTRICTION OVER FORT CHAFFEE AR. BUILDING AREA. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET MEAN SEA LEVEL UNLESS LANDING OR DEPARTING FORT SMITH AR. /FSM/. LITTLE ROCK AR. /LIT/ IS COORDINATING FLIGHT SERVICE STATION.

LOUISIANA

FDC 0/738 FI/T /POE/ POLK AAF FORT POLK LA. NDB RWY 15 AMDT 6 SI/CIRCLING MDA 920 FT/HAT/HAA 590 FT. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. VOR RWY 15 AMDT 4 SI MDA 860 FT/HAT 530 FT ALL CATS. SI VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA 920 FT/HAA 590 FT ALL CATS. RADAR-1 ORIG ASR RWY 15 MDA 860 FT/HAT 530 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA ALL RWYS 920 FT/HAA 590 FT ALL CATS . VOR RWY 33 AMDT 3 NDB RWY 33 AMDT 6 CIRCLING MDA 920 FT/HAA 590 FT ALL CATS.

FDC 0/1842 FI/T /OR9/ HAMMOND MUNI, HAMMOND, LA. ILS RWY 18 ORIG SI NA.

FDC 0/1912 FI/P CORRECT US GOVERNMENT CHART HOUSTON SECTIONAL. CORRECT THE TRANSITION AREAS TO THIBODAUX AND HOUMA, LOUISIANA AS DEPICTED ON THE 26TH EDITION OF THE HOUSTON SECTIONAL CHART TO AGREE WITH THE 26TH EDITION OF THE NEW ORLEANS SECTIONAL CHART.

FDC 0/1924 FI/T /MSY/ NEW ORLEANS INTL, MOISANT FIELD, NEW ORLEANS, LA. RADAR -1 AMDT 10 ASR RWY 10 MDA 420/HAT 418 ALL CATS.

FDC 0/2000 FI/T /03/ ABBEVILLE MUNI ABBEVILLE LA. VOR/DME-A AMDT 3 CIRCLING MDA 520/HAA 505 CAT A/B/C.

FDC 0/2034 FI/T /6R0/ SLIDELL SLIDELL LA. VOR/DME-A AMDT 1 PROC NA.

FDC 0/2036 FI/T /NEW/ LAKEFRONT NEW ORLEANS, LA. VOR-B AMDT 4. MISSED APPROACH CLIMBING RIGHT TURN TO 5000 VIS MSY R-064 TO SLIDD INT AND HOLD NORTHEAST, RIGHT TURNS 244 INBOUND.

NEW MEXICO

FDC 0/161 FI/T (LVS) LAS VEGAS, LAS VEGAS NM. VOR RWY 2 AMDT 8 VOR RWY 20 AMDT 3 PROC NA WHEN LVS FSS IS CLOSED.

FDC 0/703 FI/T /DMN/ DEMING MUNI DEMING NM. VOR RWY 26 AMDT 7 WHEN DEMING CONTROL ZONE NOT IN EFFECT PROC NA.

FDC 0/704 FI/T /LRU/ LAS CRUCES CRAWFORD LAS CRUCES NM. NDB-A ORIG WHEN LAS CRUCES ALSTG IS NOT AVAILABLE AND DEMING CONTROL ZONE IS NOT IN EFFECT USE EL PASO ALSTG AND INCREASE ALL MDA'S 180 FT.

FDC 0/705 FI/T /SVC/ SILVER CITY GRANT COUNTY SILVER CITY NM. NDB RWY 26 AMDT 1 LOC/DME RWY 26 AMDT 1 VOR-A AMDT 5 VOR/DME-B AMDT 1 WHEN LOCAL ALSTG IS NOT AVAILABLE AND DEMING NM. CONTROL ZONE IS NOT IN EFFECT PROC NA.

FDC 0/1057 FI/T /ABQ/ ALBUQUERQUE INTERNATIONAL ALBUQUERQUE NM. ILS RWY 8 AMDT 2 SI ILS DH 5566 FT/HAT 250 FT ALL CATS.

FDC 0/1167 FI/T/ROW/ROSWELL INDUSTRIAL AIR CENTER ROSWELL NM. LOC BC RWY 3 AMDT 2 PROC NA.

OKLAHOMA

FDC 0/194 FI/T/1F4/MADILL MUNI MADILL OK. VOR/DME-A ORIG PROC NA AT NIGHT.

FDC 0/744 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK. NDB RWY 17R AMDT 19 SI MDA 1740 FT/HAT 458 FT ALL CATS.

FDC 0/1224 FI/P /CSM/ CLINTON-SHERMAN CLINTON, OK. ILS RWY 17R AMDT 1 AND NDB RWY 17R AMDT 5 MISSED APPROACH CLIMB TO 3000 DIRECT BFV VOR AND HOLD SOUTH LEFT TURN 355 INBOUND. THESE ARE AMDTS 2 AND 6.

FDC 0/1649 FI/T /H71/ PRYOR CREEK OK. VORTAC-A AMDT A TRML ROUTE ALT TUL R-179/10 DME TO TUL R-077/10 DME 3000 FEET.

FDC 0/1650 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK. ILS RWY 35R AMDT 25 NDB RWY 35R AMDT 16 TRML ROUTE ALT OWETA INT TO OILLR LOM 3000 FEET.

FDC 0/1662 FI/T /MLC/ MCALESTER MUNI, MCALESTER, OK. LOC RWY 1 AMDT 1 SI MDA 1260/HAT 504 ALL CATS, VIS CAT C 1 1/2 MILE.

FDC 0/1981 FI/T /OKC/ WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17R AMDT 5 NDB RWY 17R AMDT 19 LOC BC RWY 17L AMDT 1 NDB RWY 17L ORIG VOR RWY 12 AMDT 17 MISSED APPROACH PROC CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OKC VORTAC. ILS RWY 35R AMDT 2 NDB RWY 35R AMDT 1. MISSED APPROACH PROC CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT OKC VORTAC.

FDC 0/2063 FI/T /F29/ CLARENCE E. PAGE MUNI, OKLAHOMA CITY, OK. IFR TAKEOFF MINIMUMS RWY 17 L/R 200-1.

FDC 0/2086 FI/T /PNC/ PONCA CITY MUNI PONCA CITY, OK. NDB RWY 17 ORIG SI MDA 1660/HAT 656 ALL CATS. VIS 1 3/4 CAT C 2 CAT D. CIRCLING MDA 1660/HAA 653 ALL CATS. VIS 1 3/4 CAT C.

FDC 0/2097 FI/T /CSM/ CLINTON-SHERMAN CLINTON OK. VOR RWY 35L AMDT 5 SI VIS 1 ALL CATS. DELETE NOTE INOPERATIVE TABLE DOES NOT APPLY TO CAT D. CHANGE NOTE: ACTIVATE HIRL RWY 17R/35L AND SALS RWY 17R- 119.6. ILS RWY 17R AMDT 2 NDB RWY 17R AMDT 6 CHANGE NOTE: ACTIVATE HIRL RWY 17R-35L AND SALS RWY 17R - 119.6.

#FDC 0/2180 FI/T /CSM/ CLINTON-SHERMAN CLINTON OR. VOR RWY 35L AMDT 5 SI MDA 2340/HAT 427 ALL CATS. SI VIS 1 CAT A/B 1 1/4 CAT C 1 1/2 CAT D. CIRCLING MDA 2400/HAA 478 CAT A/B/C. NDB RWY 17R AMDT 6 SI MDA 2360/HAT 438 ALL CATS. SI VIS 1 1/4 CAT C 1 1/2 CAT D. CIRCLING MDA 2400/HAA 478 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO CAT C/D. ILS RWY 17R AMDT 2 SI-LOC MDA 2360/HAT 438 ALL CATS. SI VIS 1 1/4 CAT C 1 1/2 CAT D. CIRCLING MDA 2400 HAA 478 CAT A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO CAT C/D. IFR TAKEOFF MINIMUMS RWY 17L/17R 200-1.

#FDC 0/2181 FI/T /PWA/ WILEY POST OKLAHOMA CITY, OK. ILW RWY 17L AMDT 5 CIRCLING MDA 1840/HAA 541 CAT A/B/C 1880/581 CAT D. VOR-A ORIG CIRCLING MDA 1840/HAA 541 CAT A/B/C 1880/581 CAT D. VOR-C AMDT 2 CIRCLING MDA 1840/HAA 541 CAT A/B/C 1880/581 CAT D. VOR RWY 17L AMDT 7 CIRCLING MDA 1840 HAA 541 CAT A/B/C 1880/581 CAT D.

#FDC 0/2193 FI/T /OKC/ WILL ROGERS WORLD OKLAHOMA CITY, OK. NDB RWY 17R AMDT 19 SI MDA 1760/HAT 478 ALL CATS. SI VIS 1 1/4 CAT D. CIRCLING MDA 1760/HAA 465 CAT A. RADAR-1 AMDT 17 ASR-17R SI MDA 1760/HAT 478 ALL CATS. SI VIS 3/4 CAT C. CIRCLING MDA 1760/HAA 465 CAT A. NDB RWY 17L ORIG NDB RWY 35L ORIG NDB RWY 35R AMDT 1 ILS RWY 17R AMDT 5 ILS RWY 35R AMDT 2 LOC BC RWY 17L AMDT 1 LOC BC RWY 35L AMDT 6 VOR RWY 12 AMDT 17 CIRCLING MDA 1760/HAA 465 CAT A.

TEXAS

FDC 0/195 FI/T/CLL/EASTERWOOD FIELD COLLEGE STATION TX. NDB RWY 34 AMDT 4 SI MDA 740 FT/HAT 425 FT ALL CATS.

FDC 0/472 FI/T/ILE/KILLEEN MUNI KILLEEN, TX. NDB RWY 1 AMDT 1 LOC RWY 1 AMDT 1 VOR-A AMDT 9 ACTIVATE MALS RWY 1-122.7.

FDC 0/573 /3F6/ DAN E. RICHARDS MUNI PADUCAH TX. VOR/DME RWY 35 ORIG WHEN CHILDRESS TX ALSTG NOT AVAILABLE USE ALTUS AFB OK ALSTG AND INCREASE ALL MDAS 280 FT.

FDC 0/574 FI/T /CDS/ **CHILDRESS MUNI CHILDRESS TX.** VOR RWY 35 AMDT 7. WHEN CHILDRESS ALSTG NOT AVAILABLE USE ALTUS AFB OK ALSTG AND INCREASE ALL MDAS 240 FT.

FDC 0/600 FI/T /VCT/ VICTORIA REGIONAL, VICTORIA, TX. VOR RWY 12L AMDT 8 SI MDA 480 FT/HAT 365 FT ALL CATS. CIRCLING MDA 600 FT/HAA 485 FT CAT A/B/C. ILS RWY 12L AMDT 3, VOR/ DME RWY 30R ORIG CIRCLING MDA 600 FT/ HAA 485 FT CAT A/B/C.

FDC 0/807 FI/T /IAH/ **HOUSTON INTERCONTINENTAL HOUSTON TX.** ILS RWY 32 AMDT 1 SI-ILS RWY 32 DH 341 HAT 250 VIS 3/4 MILE ALL CATS. SI-LOC RWY 32 VIS 3/4 MILE CAT A/B/C.

FDC 0/1123 FI/T **/DWH/** DAVID WAYNE HOOKS **MEMORIAL HOUSTON TX.** NDB RWY 17R AMDT 6 CIRCLING MDA 600 FT/HAA 450 FT CAT A.

FDC 0/1230 FI/T /BPT/ JEFFERSON COUNTY BEAUMONT-PORT ARTHUR, TX. VOR/DME RWY 34/TAC/AMDT 4 SI MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C. RADAR-1 AMDT 3 ASR RWY 2 MDA 440 FT/ HAT 427 FT ALL CAT. VIS 1 1/4 MILE CAT C. ASR RWY 34 MDA 440 FT/HAT 424 FT ALL CAT. VIS 1 1/4 MILE CAT C.

FDC 0/1335 FI/T /HRL/ HARLINGEN INDUSTRIAL AIRPARK HARLINGEN TX. NDB RWY 17L AMDT 1. STRAIGHT-IN MINIMUMS AUTHORIZED AT NIGHT. SI VIS 13/4 MI CAT A/B/C 2 MI CAT D. CIRCLING MDA 1040 FT. CIRCLING VIS 3 MI ALL CATS.

FDC 0/1483 FI/T /T89/ CASTROVILLE MUNI CASTROVILLE TX. ILS RWY 15 ORIG AND NDB RWY 15 ORIG PROCS NA.

FDC 0/1484 FI/T /LBX/ BRAZORIA COUNTY LAKE JACKSON TX. ILS RWY 17 ORIG AND NDB 17 ORIG PROCS NA.

FDC 0/1590 FI/T /TX07/ PRESIDIO LELY INTL, **PRESIDIO, TX.** NDB-A ORIG WHEN MARFA TX ALSTG NOT AVAILABLE PROC NA.

FDC 0/1591 FI/T /MRF/ MARFA MUNI, **MARFA, TX.** VOR RWY 30 AMDT 2 WHEN MARFA ALSTG NOT AVAILABLE PROC NA.

FDC 0/1714 FI/T /TX06/ **MEXIA-LIMESTONE COUNTY, MEXIA, TX.** NDB-A ORIG CIRCLING MDA 1180/HAA 637 CAT A/B/C.

FDC 0/1746 FI/T /MAF/ MIDLAND **REGIONAL, MIDLAND, TX.** ILS RWY 10 AMDT 10 TRML ROUTE ALTS MAF VORTAC TO FARLY LOM GOMIT INT TO FARLY LOM; ARGET INT TO FARLY LOM 4900 FEET. PROC TURN AND GLIDE SLOPE INTERCEPT ALT 4900 FEET. ALT AT OM 4884 FEET MM 3084 FEET. GLIDE SLOPE ANGLE 3.0 DEGREES. TCH 52 FEET.

FDC 0/1824 FI/T /E02/ ODESSA-SCHLEMEYER FIELD ODESSA, TX. NDB RWY 20 ORIG CIRCLING MDA 3420/HAA 426 CAT A. VOR-A AMDT 2 CIRCLING MDA 3420/HAA 426 CAT A.

FDC 0/1906 FI/P /DTO/ DENTON MUNI DENTON, TX. NDB RWY 17 AMDT 1 ILS RWY 17 AMDT ° CHANGE PROC DATA NOTES REGARDING UNICOM FREQ AS FOLLOWS. ACTIVATE MALSR RWY 17 - 122.7. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.7 WHEN NOT AVAILABLE USE FORT WORTH TX ALTIMETER SETTING AND INCREASE ALL DH/MDAS 100 FEET. THIS IS NDB RWY 17 AMDT 2 ILS RWY 17 AMDT 2.

FDC 0/2015 FI/T /ADS/ ADDISON DALLAS, TX. ILS RWY 15 AMDT 2 SI-ILS DH 892/HAT 250 VIS 3/4 MILE ALL CAT. SI-LOC VIS 3/4 MILE CAT A/B/C.

FDC 0/2040 FI/T /GGG/ GREGG COUNTY, LONGVIEW, TX. ILS RWY 13 AMDT 4 SI ILS RWY 13 RVR 4000 ALL CATS. SI LOC RWY 13 AND VOR RWY 13 TAC AMDT 14 RVR 5000 CAT A,B,C. RVR 6000 CAT D. NDB RWY 13 AMDT 8, RVR 5000 CAT A,B, RVR 6000 CAT C,D. RADAR-1 ORIG ASR RWY 13 RVR 5000 CAT A,B,C.

FDC 0/2071 FI/P /ASL/ HARRISON COUNTY MARSHALL TX. RNAV RWY 33 ORIG. CORRECT US GOVT CHART/AL-5070/ TRML ROUTE ALT MYERS WPT TO 5 NM FROM MAP WPT 1900.

#FDC 0/2173 FI/T (CNW) JAMES CONNALLY WACO TX. ILS RWY 17L AMDT 6, NDB RWY 17L AMDT 5, NDB RWY 35R AMDT 6, VOR-A AMDT 6. NIGHT MIN NA AFTER 0400Z EXCEPT BY PRIOR APPROVAL.

SOUTHEAST

ALABAMA

FDC 0/1579 FI/T /MGM/ DANNELLY FIELD, MONTGOMERY, AL. VOR RWY 33 AMDT 18 STRAIGHT-IN MINS NA.

FDC 0/1648 FI/T /LOR/ LOWE AHP FORT RUCKER **AL.** COPTER NDB 060 ORIG. MDA 800 FT VIS 1/2 MILE HAL 559 FEET.

FDC 0/1982 FI/P /MGM/ DANNELLY FIELD, **MONTGOMERY,** AL. RNAV RWY 3 AMDT 4. CORRECT US GOVT CHART SOUTHEAST VOLUME-1 DATED 2 OCT 80 HAYNE WP /IAP/ COORDINATES SHOULD READ 32-11.0N 086-28.8W.

FDC 0/2024 FI/T /BHM/ BIRMINGHAM MUNI BIRMINGHAM AL. TAKEOFF MINS CHANGE ONLY RWY 5 AS FOLLOWS: TAKEOFF RWY 5 300-1 OR STANDARD WITH MINIMUM CLIMB OF 320/NM TO 1500. RWY 5 AIR CARRIER REDUCTION NA. IFR DEPARTURE PROC CHANGE ONLY RWY 5 AS FOLLOWS: RWY 5 CLIMB RWY HEADING TO 1500 BEFORE TURNING.

FDC 0/2093 FI/T /TCL/ TUSCALOOSA MUNI, TUSCALOOSA, AL. NDB RWY 4 AMDT 5 SI RWY 4 MDA 680/HAT 522 ALL CATS VIS CAT C 1 MILE. VOR RWY 4 AMDT 7 SI RWY 4 MDA 620/HAT 462 ALL CATS VIS CAT C 3/4 MILE.

#FDC 0/2131 FI/T /BHM/ BIRMINGHAM MUNI BIRMINGHAM, AL. NDB RWY 23 AMDT 11 LOC RWY 23 AMDT 1 MSA RO LOM 3100.

#FDC 0/2179 FI/T /BHM/ BIRMINGHAM MUNI BIRMINGHAM AL. HI-ILS RWY 5 HI-TACAN RWY 5 HI-TACAN RWY 23 MSA 25 NM FROM XSU TACAN 3100.

FLORIDA

FDC 0/1215 FI/T /TIX/ TITUSVILLE COCOA TITUSVILLE FL. NDB RWY 18 AMDT 8 PROCEDURES NA.

FDC 0/1336 FI/T /TIX/ TITUSVILLE-COCOA TITUSVILLE FL. ILS RWY 36 AMDT 5 TRANSITION GEIGER LAKE NDB /GGL/ TO BREWT INT/OM NA.

FDC 0/1385 FI/T /MLB/MELBOURNE REGIONAL MELBOURNE FL. NDB RWY 9 AMDT 8 MSA 25 NM SQT NDB 2500. LOC BC RWY 27 AMDT 4 VOR RWY 9 AMDT 13 VOR RWY 27 AMDT 7 MSA 25 NM MLB VOR 2500.

FDC 0/1389 FI/T /MCO/ ORLANDO INTERNATIONAL ORLANDO FL. RADAR-1 AMDT 2 S-36L MDA 500 FT HAT 406 FT ALL CATS. VIS CATS A/B RVR 5000 CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. S-36R MDA 500 FT HAT 408 FT. VIS CATS A/B RVR 2400 CATS. C/D RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18L AMDT 2 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR RWY 18R AMDT 2 S-18R MDA 500 FT HAT 406 FT ALL CATS VIS CATS C/D RVR 6000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. ILS RWY 36R AMDT 3 AND ILS RWY 18R AMDT 1 CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18L AMDT 1 S-18L MDA 580 FT HAT 484 FT ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2 MILES. CIRLCING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 18R AMDT 1 S-18R MDA 580 FT HAT 486 FT ALL CATS. VIS CAT C RVR 6000. CAT D 11.2 MILES. CIRCLING MDA 680 FT HAA 584 FT ALL CATS. VOR/DME RWY 36L AMDT 3 S-36L MDA 580 FT HAT 486 FT ALL CATS. VIS CATS A/B RVR 5000 CAT C RVR 6000 CAT D 1 1/2 MILES. VOR/DME RWY 36R AMDT 8 S-36R MDA 580 FT HAT 488 FT ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 680 FT HAA 584 FT ALL CATS.

FDC 0/1589 FI/T /DAB/ DAYTONA BEACH REGIONAL, DAYTONA BEACH, FL. RADAR-1 AMDT 2 CIRCLING MDA 540/HAA 505 CAT A, B, C. RWY 16 STRAIGHT-IN MDA 480/HAT 446 ALL CATS. CAT D VIS 1 1/2 MI. RWY 24R STRAIGHT-IN MDA 480/HAT 445 ALL CATS. CAT D VIS 1 1/2 MI. NDB RWY 6L AMDT 18, ILS RWY 6L AMDT 22. LOC BC RWY 24R AMDT 9. VOR RWY 34 AMDT 1 CIRCLING MDA 540/HAA 505 CATS A, B, C.

FDC 0/1749 FI/T /TPF/ PETER O. KNIGHT TAMPA FL. NDB RWY 3 AMDT 8 CIRCLING CAT C MDA 840 HAA 832. RADAR -1 AMDT 2 CAT C MDA 840 HAA 832 VIS CAT C 2 1/2 MILES CAT D 3 MILES.

FDC 0/1960 FI/T /APF/ NAPLES MUNI NAPLES FL. VOR/DME-A AMDT 2 MDA 600/HAA 591. ALL CATS.

FDC 0/1970 FI/T /IMM/ IMMOKALEE IMMOKALEE,FL. VOR RWY 18 ORIG. PROC NA.

FDC 0/2031 FI/P RE AMDT 295 TO PART 95 VOR FEDERAL AIRWAY 267. DELETE EAST ALTERNATE SEGMENT FROM ORMOND BEACH, FL., VOR TO ROYES INT, FL AT MEA 1600 FT. WITH 1400 FT. MOCA.

FDC 0/2032 FI/P RE AMDT 295 TO PART 95 ALTITUDES AND CHANGEOVER POINTS. VOR FEDERAL AIRWAY 3 DELETE CHANGEOVER POINT FROM VERO BEACH, FL VOR TO ORMOND BEACH, FL VOR.

FDC 9/2172 FI/T /X41/ WEST PASCO, NEW PORT RICHEY, FL. VOR-A AMDT 1. NIGHT MINIMUMS NA.

GEORGIA

FDC 0/836 FI/T /PDK/ DEKALB-PEACHTREE ATLANTA GA. LOC RWY 20L AMDT 3 SI MDA 1540 FT HAT 549 FT ALL CATS VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT. CHARLIE BROWN COUNTY ALSTG MINIMA SI MDA 1580 FT HAT 589 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1580 FT HAA 578 FT CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT. VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. RNAV RWY 20L AMDT 8 SI MDA 1540 FT HAT 549 FT. VIS CAT C 1 1/2 MI CAT D 1 3/4 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT. CIRCLING MDA CATS C AND D 1640 FT HAA 638 FT VIS CAT C 1 3/4 MI CAT D 2 1/4 MI. VOR RWY 27 AMDT 12 SI AND CIRCLING MDA 1720 FT HAT/HAA 718 FT ALL CATS SI AND CIRCLING VIS CAT C 2 MI CAT D 2 1/2 MI. DUAL VOR-VOR/DME MINIMA SI MDA 1540 FT HAT 538 FT ALL CATS. VIS CAT C 1 1/2 MI CAT D 2 MI. CIRCLING MDA CATS A AND B 1540 FT HAA 538 FT CIRCLING MDA CATS C AND D 1600 FT HAA 598 FT.

FDC 0/1463 FI/T /2A9/ FALCON FIELD, PEACHTREE CITY, GA. VOR/DME-B ORIG AND RNAV RWY 31 AMDT 1 CIRCLING MDA CAT D 1500 FEET, HAA 692 FEET.

FDC 0/1466 FI/T /LHW/ WRIGHT AAF FORT STEWART GA. EFFECTIVE FROM 0700 UNTIL 1900 LOCAL MONDAY THRU SAT NDB RWY 32R ORIG ALL CATS C AND D CIRCLING MDAS 700 FT. HAA 654 FT. CAT C VIS 1-3/4 MILES.

334-496 O - 80 - 3

FDC 0/1823 FI/T /AHN/ ATHENS MUNI ATHENS, GA. VOR RWY 2 AMDT 7 AND VOR RWY 27 AMDT 7 MSA 25 NM AHN VORTAC 2500 FEET.

FDC 0/1894 FI/T /02J/ CRISP COUNTY-CORDELE, CORDELE, GA. VOR/DME RWY 22 AMDT 5 SI MDA 1020 HAT 712 ALL CATS. SI AND CIRCLING VIS CAT C 2 MILE CAT D 2 1/4 MILE. RNAV RWY 9 AMDT 1 CIRCLING MDA CAT B 1060 HAA 752.

KENTUCKY

FDC 0/1890 FI/T /SDF/ STANDIFORD FIELD LOUISVILLE, KY. HI-ILS RWY 19 AMDT 1 SI-ILS VIS 2400 HAT 200 CAT C/D/E. SI-LOC VIS 6000 HAT 624 CAT C. VIS 1 1/2 MILE HAT 624 CAT D. VIS 1 3/4 MILE HAT 624 CAT E. SI-LOC LOC/VOR MINIMA VIS 2400 HAT 384 CAT C. VIS 4000 HAT 384 CAT D/E. SI-LOC LOC/VOR MINIMA CAT D/E VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM.

FDC 0/1908 FI/P /CVG/ GREATER CINCINNATI INTL, COVINGTON, KY. ILS RWY 36 AMDT 28 GLIDE SLOPE ALT AT OM 2119, MM 1067, IM 948. TCH 54. THIS IS ILS RWY 36 AMDT 29. ILS RWY 18 AMDT 12 GLIDE SLOPE ALT AT OM 2092, MM 1092 GLIDE SLOPE ANGLE 2.80 DEG, TCH 58. THIS IS ILS RWY 18 AMDT 13.

MISSISSIPPI

FDC 0/1506 FI/T /1M2/ BELZONI MUNI BELZONI MS. VOR/DME RWY 21 AMDT 1 NA.

#FDC 0/2160 FI/T /GTR/ GOLDEN TRIANGLE REGIONAL COLUMBUS-WEST POINT-STARKVILLE, MS. ILS RWY 18 AMDT 2 LOC/DME (BC) RWY 36 AMDT 2 VOR-D AMDT 2 VOR/DME-E AMDT 2 ADD PROC DATA NOTE ACTIVATE MALSR RWY 18 VASI AND HIRL RWY 18-36 ON 122.8.

NORTH CAROLINA

FDC 0/1789 FI/T /AVL/ ASHEVILLE MUNI, ASHEVILLE, NC. LOC RWY 16 AMDT 1 DSTC FAF TO MAP 5.1, MAP 5.1 AFTER PASSING IM LOM. TAKEOFF MINIMUMS RWY 34 600-1 OR STANDARD WITH A MIN CLIMB OF 400 FEET PER NM TO 2800.

FDC 0/1850 FI/T /HKY/ HICKORY MUNI HICKORY NC. RWY 24 AMDT 1 NA. ILS RWY 24 AMDT 2 PROC TURN NA TERMINAL ROUTES SIBEL INT VAESE INT STANN INT TO HK LOM NA. ALTANTA ARTCC RADAR REQUIRED. TAKEOFF MINS FAR 135 RWY 24 STANDARD.

FDC 0/1900 FI/T /CLT/ DOUGLAS MUNI, CHARLOTTE, NC. VOR RWY 5 AMDT 7 SI CAT A B MDA 1180 HAT 463 VIS 2400 CAT C MDA 1180 HAT 463 VIS 4000 CAT D MDA 1180 HAT 463 VIS 5000. ILS RWY 18R ORIG SI MINS NA. FAF SOPHE 7.1 DME CLT VORTAC.

FDC 0/1988 FI/T /INT/ SMITH REYNOLDS, WINSTON-SALEM, NC. NDB RWY 33 AMDT 18 ILS RWY 33 AMDT 17. WHEN ATCT NOT IN OPERATION ACTIVATE SSALR RWY 33 - 118.7.

FDC 0/2039 FI/T /PGV/ PITT GREENVILLE, GREENVILLE, NC. TAKEOFF MINS RWY 07 300-1.

FDC 9/1638 FI/T PITT-GREENVILLE GREENVILLE N.C. (PGV) NDB RWY 19 AMDT 9 SDF RWY 19 AMDT 3; RNAV RWY 25 AMDT 1 CIRCLING MDA CAT A B AND C INCREASED TO 580 FT.

FDC 9/2097 FI/T (MCZ) MARTIN COUNTY WILLIAMSTON NC. VOR-A AMDT 2 PROC NA.

FDC 9/2098 FI/T (PGV) PITT-GREENVILLE GREENVILLE NC. VOR/DME-A AMDT 1 PROC NA.

TENNESSEE

FDC 0/1118 FI/T /MQY/ SMYRNA SMYRNA TN. VOR/DME RWY 14 AMDT 2 VOR/DME RWY 32 AMDT 8 NDB RWY 32 AMDT 4 ILS RWY 32 ORIG. CIRCLING MINIMUMS CATS A AND B 1040 CAT C 1080.

FDC 0/1716 FI/T /3A9/ SEVIER-GATLINBURG, SEVIERVILLE, TN. VOR/DME RWY 10 AMDT 1 CIRCLING TO RWY 28 AT NIGHT NA. IFR DEPARTURE RWY 10 AT NIGHT NA.

FDC 0/1979 FI/T /SCX/ SCOTT MUNI, ONEIDA TN. NDB RWY 23 ORIG, PROC NA.

FDC 0/2062 FI/P RE AMDT 295 TO PART 95 IFR ALT EFFECTIVE 25 DEC 1980 VOR FEDERAL AIRWAY 5 AND 49 FRON NASHVILLE, TN VOR TO TANDS INT, TN SHOULD SHOW MEA TO BE 2700 FEET WITH A 3000 MRA. THE 2000 FEET MOCA SHOULD BE DELETED.

#FDC 0/2127 FI/P EFFECTIVE 12/25/80 V51W FROM LIVINGSTON, TN. VORTAC TO NEW HOPE KY. VORTAC MEA 3000 MSL.

#FDC 0/2155 FI/T /CKV/ OUTLAW FIELD, CLARKSVILLE, TN. LOC RWY 34 AMDT 1 NDB RWY 34 AMDT 1 DIST FAF TO MAP AND THR 5.3. MAP DIST 5.3. CHANGE CRS AND DSTC IN TRML ROUTES VALER INT TO CK LOM 359/14.7. SPARE INT TO CK LOM 257/23.8. FROTH INT TO CK LOM 188/16.6 AND CKV VOR TO CK LOM 166/5.8.

SOUTHWEST

ARIZONA

FDC 0/2014 FI/T /DUG/ BISBEE-DOUGLAS INTL DOUGLAS AZ. VOR/DME RWY 17 AMDT 1 VOR RWY 17 ORIG ALTN MINIMUMS NA 2100-0530 LOCAL TIME.

FDC 0/2042 FI/P /YUM/ YUMA MCAS-YUMA INTERNATIONAL ILS RWY 21R AMDT 3 CORRECT US GOVT CHART AL-511 PROCEDURAL DATA NOTE. CAT

D SI-LOC 21R VIS INCREASED 1/4 MILE FOR INOPERATIVE MM.

CALIFORNIA

FDC 0/138 FI/T (SBA) SANTA BARBARA MUNI SANTA BARBARA CA. VOR/DME RWY 25 AMDT 1. TERMINAL ROUTE ALT GVO VORTAC TO ZACKS INT 6400 FT.

FDC 0/167 FI/T SANTA YNEZ CA. L47 VOR-B AMDT 4. TERMINAL ROUTE ALTITUDE FROM SBA VORTAC TO CALLI INT 6400 FT.

FDC 0/644 FI/T/EMT/EL MONTE, EL MONTE, CA. VOR-A AMDT 4 CHANGE POM 10 DME FIX TO POM 11 DME FIX. MINIMUM ALT POM 11 DME FIX 920 FT/1000 FT WHEN CONTROL ZONE NOT IN EFFECT.

FDC 0/657 CORRECT U.S. GOVT. CHART/SAN DIEGO VFR TERMINAL AREA CHART FIRST EDITION MAY 15, 1980. CHANGE SECTOR ALTITUDE OF SAN DIEGO TCA WEST OF NAS NORTH ISLAND TO 2800/12500 FT. VICE 2500/12500 FT.

FDC 0/823 FI/T /SXC/ CATALINA AIRPORT AVALON CA. VOR-A AMDT 2. CAT A CIRCLING MDA 2400 HAA 798 VIS 1 MI. CAT B CIRCLING MDA 2400 HAA 798 VIS 1 1/4 MI.

FDC 0/1006 FI/T /SJC/ SAN JOSE MUNI SAN JOSE, CA. VOR-A AMDT 3 VOR/DME RWY 30L/R AMDT 3 PROC NA.

FDC 0/1009 FI/T V-485 SJC VORTAC TO PANOS INT MEA 9500 MSL.

FDC 0/1165 FI/T/SIY/SISKIYOU COUNTY MONTAGUE CA. IFR TAKE-OFF MINIMUMS RWY 17. 900-2. RWY 35.. CAT A/B 1100-2 CAT C/D STANDARD WITH CLIMB OF 560 FT/NM TO 8000 FT. IFR DEPARTURE PROCEDURE..RWY 17 CLIMBING LEFT TURN RWY 35 CLIMBING RIGHT TURN TO INTERCEPT SIY VOR R-145. CONTINUE CLIMB. WITHIN 10NM REVERSE COURSE TO THE RIGHT AND RETURN VIA R-165 TO CROSS SIY VOR AT THE FOLLOWING MCA/S..RWY 35 CAT C/D 8000. ALL OTHERS 6500. CONTINUE CLIMB TO AIRWAY MEA. AIRCRAFT NW BOUND PROCEED TO MFR VORTAC VIA SIY VOR R-340 AND MFR VORTAC R-120. AIRCRAFT/S PROCEED TO GRENA INT VIA SIY VOR R-173.

FDC 0/1390 FI/T /SIY/ SISKIYOU COUNTY MONTAGUE CA. VOR-B AMDT 2 TERMINAL ROUTE ALT MFR VORTAC TO SIY VOR 9500 VIA MFR R-120 FOR 30 NM AND SIY R-340 FOR 18.9 NM.

FDC 0/1431 FI/T /VIS/ VISALIA MUNI VISALIA CA. ILS RWY 30 AMDT 1 VOR RWY 30 AMDT 1 ACTIVATE MALSR RWY 30 - 123.0.

FDC 0/1630 FI/T /L47/ SANTA YNEZ SANTA YNEZ CA. VOR-A AMDT 6 VOR-B AMDT 4 MISSED APPROACH CLIMBING LEFT TURN TO 5000 HEADING 260 TO INTERCEPT GVO R-306 TO ORCUT INT AND HOLD NW LEFT TURN 126 INBOUND.

FDC 0/1997 FI/T /SBT/ TRI-CITY SAN BERNARDINA CA. NDB RWY 7 AMDT 2 PROC NA.

#FDC 0/2143 FI/P /WJF/ GEN WILLIAM J. FOX AIRFIELD LANCASTER CA. VOR-B ORIG CORRECT US GOVT CHART/AL-5065 /TRML ROUTE ALT RAMSE INT TO URGED INT 4400.

#FDC 0/2144 FI/P /CNO/ CHINO, CHINO, CA. ILS RWY 26 ORIG FAF SWAN LAKE NDB/ OM/ INT. THIS IS AMDT 1.

#FDC 0/2145 FI/T /RAL/ RIVERSIDE MUNI RIVERSIDE, CA. ILS RWY 9 AMDT 3 FAF SWAN LAKE NDB/ OM/ INT IDENTIFIER LKA 257.

#FDC 0/2175 FLIGHT RESTRICTION, PACIFIC PALISADES, CALIFORNIA. DECEMBER 7, 1980 TO JANUARY 20, 1981, 2359 PST. PURSUANT TO FAR 91.104, AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 4,000 FEET MSL WITHIN A ONE-HALF NAUTICAL MILE RADIUS OF 1669 SAN ONEFRE DRIVE/ SMO RADIAL 310/4 DME/ UNLESS OTHERWISE AUTHORIZED BY ATC.

#FDC 0/2176 FLIGHT RESTRICTION, SANTA YNEZ, CALIFORNIA DECEMBER 9 1980 TO JANUARY 20 1981, 2359 PST. PURSUANT TO FAR 91.104, AIRCRAFT OPERATIONS ARE PROHIBITED BELOW 5,000 FEET MSL WITHIN A ONE NAUTICAL MILE RADIUS OF GVO /GAVIOTA/ RADIAL 094/1.5 DME; UNLESS OTHERWISE AUTHORIZED BY ATC.

FDC 9/1172 FI/T (SJC) SAN JOSE, CA. SAN JOSE MUNICIPAL ILS RWY 12R, ST-IN LOC 12R RAISE MDA TO 460; ALL CATS.

FDC 9/2091 FI/T (SJC) SAN JOSE MUNI SAN JOSE CA. ILS RWY 30L AMDT 13 MINIMUM ALT AT LICKE INT/DME 4000 FT.

FDC 9/2165 FI/T (O51) LINCOLN MUNI, LINCOLN CA. VOR-A AMDT 1 ACTIVATE MIRL RWY 15-33 - 122.8.

#FDC 0/2188 FI/T /BIH/ BISHOP, BISHOP, CA. VOR-A AMDT 3 VOR-DME-B ROIG PROCS NA WHEN TPH FSS CLOSED.

COLORADO

FDC 0/213 FI/T /08V/ SAN LUIS VALLEY AIRPORT, MONTE VISTA, CO. VOR/ DME-A ORIGINAL NIGHT MINIMUMS NOT AUTHORIZED.

FDC 0/613 FI/T /BJC/ JEFFCO DENVER CO. ILS RWY 29R AMDT 5 SI LOC 29R MDA 6080/HAT 489. RNAV RWY 29R AMDT 5 SI 29R MDA 6080/HAT 489.

FDC 0/961 FI/T /LHX/ LA JUNTA MUNI LA JUNTA CO. NDB RWY 8 AMDT 2 ALTN MINIMUMS NA.

FDC 0/1068 FI/T /CAG/ CRAIG-MOFFAT AIRPORT/ CRAIG/ CO. VOR RWY 25 ORIG AND VOR/DME RWY 7 ORIG USE HAYDEN/ CO ALSTG INCREASE ALL MDA'S 40 FT. PROCEDURE NOT AUTHORIZED WHEN HAYDEN

ALTIMETER NOT AVAILABLE. ACTIVATE MIRL RWY 7/25--122.8.

FDC 0/1550 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO CO. NDB RWY 8L AMDT 14 ILS RWY 8L AMDT 17, ILS RWY 26R AMDT 7 AND VOR RWY 26R /TAC/ AMDT 22. PROCS NA WHEN PUEBLO OR LA JUNTA ALTIMETER SETTINGS NOT AVAILABLE.

FDC 0/1563 FI/T /PUB/ PUEBLO MEMORIAL PUEBLO, CO. HI-ILS RWY 26R /USAF/ FINAL APPROACH COURSE 256. SI-ILS DH 4856 HAT 200 ALL CATS. SI-LOC VIS 1 1/4 CAT C AND D. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES-WHEN CONTROL ZONE NOT IN EFFECT/1/ USE LA JUNTA, CO ALSTG. /2/ ALTN MINIMUMS NA. /3/ INCREASE ALL DH/MDA 240 FEET. /4/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95. HI-VOR/DME OR TACAN RWY 26R /USAF/ SI VIS CAT C 1 1/4 MILE. CIRCLING CAT C MDA 5360 VIS 1 3/4 MILE. ADD PROCEDURAL DATA NOTES /1/ USE LA JUNTA, CO. ALSTG. /2/ ALTN MINIMUMS NA. /3/ CROSS PUB VORTAC AT 5700. /4/ SI MINIMA NA. /5/ INCREASE ALL MDA 240 FEET. /6/ ACTIVATE ALS/HIRL RWY 8L/26R AND MIRL RWY 17/35-122.95.

#FDC 0/2125 FI/P /DEN/ STAPLETON INTERNATIONAL, DENVER, CO. LOC/DME BC RWY 17R AMDT 14. CORRECT US GOVT CHART/AL-366 BY CHANGING I-SPO LOCALIZER FREQUENCY TO 110.7. NO VOICE.

#FDC 0/2172 FI/T V263 BETWEEN HUGO/HGO/ VORTAC AND DENVER /DEN/ VORTAC NOT AUTHORIZED FROM 0500Z TO 1300Z DAILY.

NEVADA

FDC 0/709 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE ELKO NV VORTAC 330 DEGREE RADIAL AT 37 NAUTICAL MILES. PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5500 ABOVE GROUND LEVEL. ELKO NV IS COORDINATING FLIGHT SERVICE STATION..EFFECTIVE MAY 24, 1980.

FDC 0/1539 FI/T /RNO/ CANNON INTERNATIONAL RENO, NV. LOC/DME BC-B AMDT 4 DISREGARD GLIDE SLOPE INDICATIONS.

FDC 0/1592 FI/T /FLX/ FALLON MUNI, FALLON, NV. VOR/DME-B AMDT 1 CIRCLING MDA 4560/HAA 601 VIS 1 3/4 MILES CAT C.

#FDC 0/2174 TPH FSS WILL BE CLOSED 0500Z-1430Z. DURING THOSE HOURS V-230 NICOL INT TO MVA VORTAC MEA 14300. V-24 NICOL INT TO OAL VORTAC MEA 15100. SIAPS TO HAWTHORNE, NV. /HTH/ TONOPAH, NV /TPH/ AND BISHOP, CA /BIH/ NOT AUTHORIZED.

#FDC 0/2187 FI/T /TPH/ TONOPAH, TONOPAH, NV. VOR-A AMDT-1 PROC NA WHEN TPH FSS CLOSED.

#FDC 0/2189 FI/T /HTH/ HAWTHORNE MUNI, HAWTHORNE, NV. VOR/DME-A ORIG PROC NA WHEN TPH FSS CLOSED.

UTAH

FDC 0/826 FI/T /SLC/ SALT LAKE CITY INTL SALT LAKE CITY UT. ILS RWY 16L AMDT 5 SI ILS RVR 2400 ALL CATS SI LOC RVR 2400 CATS A/B/C RVR 4000 CATS D/E. VOR RWY 16L /TAC/ AMDT 7 SI RVR 5000 CAT A/B RVR 6000 CAT C. TAKEOFF MINIMUMS FAR 135 AUTHORIZED RVR 2400 RWY 16L.

FDC 0/1280 FI/T /VEL/ VERNAL VERNAL UT. VOR RWY 34 AMDT 5. ACTIVATE MIRL RWY 7/25 - 122.7.

FDC 0/1707 FI/T /ENV/ WENDOVER, WENDOVER, UT. VOR/DME-A ORIG CHANGE TO VOR/DME OR TACAN-A ORIG. ADD CAT E CIRCLING MDA 5760/HAA 1520 VIS 3. CHANGE BVL R-067/5 TO BVL R-067/10. ADD ALTN MIN CAT E 1600-3. 15 NM PROC TURN AUTHORIZED CAT E. ADD TO MISSED APPROACH; TACAN ONLY AIRCRAFT CONTINUE TO R-067/10 DME AND HOLD NORTHEAST LEFT TURNS 247 INBOUND 5 NM LEGS.

FDC 0/2098 FI/T /ENV/ WENDOVER, UT. VOR/DME-A ORIG PROC NA AT NIGHT.

NORTH CENTRAL

IOWA

FDC 0/1641 FI/T /DBQ/ DUBUQUE MUNI DUBUQUE IA. NDB RWY 31 AMDT 6 ILS RWY 31 AMDT 8 LOC/DME BC RWY 13 AMDT 2 VOR RWY 13 AMDT 6 VOR RWY 31 AMDT 9 VOR RWY 36 AMDT 2 RNAV RWY 36 AMDT 2. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALSR RWY 31 MALS RWY 13 AND HIRL RWY 13/31 - 119.5.

FDC 0/1791 FI/T /CCY/ CHARLES CITY MUNI, CHARLES CITY, IA. NDB RWY 12 AMDT 6 ALL SI AND CIRCLING MDAS 1740 FEET. SI AND CIRCLING VIS CAT C 1 3/4 MILES.

FDC 0/1952 FI/P /AMW/ AMES MUNI, AMES, IA. CORRECT U.S. GOVT CHART CHANGE NOTICE EFFECTIVE 30 OCTOBER 1980/ AL-5307/ RNAV RWY 13 AMDT 1 HORIZONTAL DSTC MDA TO MAP ON GLIDE SLOPE 2.2 NAUTICAL MILES. RNAV RWY 31 AMDT 1 HORIZONTAL DSTC MDA TO MAP ON GLIDE SLOPE 1.3 NAUTICAL MILES.

#FDC 0/2194 FI/P /MUT/ MUSCATINE MUNI MUSCATINE, IA. CORRECT US GOVT NORTH CENTRAL VOL 1 IFR TAKEOFF AND DEPARTURE PROCEDURES. TAKEOFF MINS RWYS 05/23/30 STANDARD. RWY 12 700-1. IFR DEPARTURE PROCEDURES. RWYS 05/23/30 CLIMB RUNWAY HEADING TO 1200 FEET BEFORE TURNING EASTBOUND.

KANSAS

FDC 0/300 FI/T (LBL) LIBERAL MUNI LIBERAL KS. ILS RWY 35 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 0/1043 FI/T LIBERAL MUNI, LIBERAL, KS. VOR/DME RWY 17, ORIG VOR/DME RWY 35, ORIG RNAV RWY 12 AMDT 1 SI MDA 3320 FT ALL CATS. CIRCLING MDA 3380 FT CATS A/B/C. SI VIS CAT C 1 1/4 MILES, CAT D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT ALL CATS. CIRCLING MDA 3620 FT ALL CATS. ILS RWY 35, ORIG CIRCLING MDA 3380 FT CATS A/B/C. WHEN USING GARDEN CITY, KS ALSTG CIRCLING MDA 3620 FT ALL CATS. VOR RWY 35, AMDT 8 SI ALL CATS AND CIRCLING MDA CATS A/B/C 3380 FT. SI VIS CATS C AND D 1 1/2 MILES. WHEN USING GARDEN CITY, KS ALSTG SI MDA 3560 FT. CIRCLING MDA 3620 FT ALL CATS.

FDC 0/1554 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. NDB RWY 17 ORIG: NOT AUTHORIZED. ILS RWY 17 ORIG; PROCEDURE TURN NOT AUTHORIZED. RADAR REQUIRED. RADAR VECTORING FROM ENROUTE STRUCTURE TO FINAL APPROACH COURSE REQUIRED. MISSED APPROACH-CLIMB TO 2000 FEET THEN CLIMBING LEFT TURN TO 3200 FEET DIRECT EWK NDB AND HOLD SOUTH. LEFT TURNS, 357 INBOUND.

FDC 0/1555 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. ILS RWY 17 ORIG; S-ILS 17 ALL CATEGORIES DH 1779; VIS 3/4 MILE. HAT 250 FEET. S-LOC 17 CAT A/B/C VIS 1 MILE. CAT D VIS 1 1/4 MILE.

FDC 0/1556 FI/T /EWK/ NEWTON-CITY-COUNTY, NEWTON KS. RNAV RWY 17 AMDT 2. S-17 CAT A VIS 1 MILE. CAT B VIS 1 1/4 MILE. CAT C VIS 1 1/2 MILE, CAT D VIS 2 MILE.

FDC 0/1594 FI/T /HYS/ HAYS MUNI, HAYS, KS. IFR TAKEOFF MINIMUMS: RWY 3/16/21/34, STANDARD. IFR DEPARTURE PROCEDURE; RWY 34, WESTBOUND DEPARTURES /160 CW 340/ CLIMB RWY HEADING TO 2900 FEET BEFORE TURNING.

FDC 0/1619 FI/T /IXD/ JOHNSON COUNTY INDUSTRIAL OLATHE KS. ILS RWY 35 AMDT 1. TCH 55 FEET. GS ALT AT LOM 2668 FEET AT MM 1262 FEET.

#FDC 0/2163 FI/T /BEC/ BEECH FACTORY WICHITA KS. VOR-B AMDT 9 RNAV RWY 18 AMDT 2 RNAV RWY 36 AMDT 4. ADD PROCEDURAL DATA NOTE: OBTAIN RWY LIGHTS THROUGH UNICOM 122.95 WHEN TOWER IS CLOSED.

#FDC 2164 FI/T /ICT/ WICHITA MID-CONTINENT WICHITA KS. RNAV RWY 19R AMDT 1 SI MDA 1680 FEET ALL CATS.

MINNESOTA

FDC 0/1265 FI/T/OTG/WORTHINGTON MUNI WORTHINGTON MN. VOR/DME RWY 29 AMDT 1. SI RWY 29 VIS CATS A AND B 1 MILE. CATS C AND D 1 1/4 MILES.

FDC 0/1851 FI/T /OWA/ OWATONNA MUNI OWATONNA MN. VOR/DME RWY 30 ORIG SI AND CIRCLING MDA 1700 FEET WITH LOCAL ALTM.

FDC 0/1913 FI/T /BJI/ BEMIDJI MUNI, BEMIDJI, MN. VOR RWY 13 AMDT 12 MAP 4.9 DME. VDP 3.8 DME.

MISSOURI

FDC 0/1045 FI/T /EOS/ NEOSHO MEMORIAL, NEOSHO, MO. VOR-A AMDT. 4: TERMINAL ROUTE LUMMS LOM /JL/ TO CRIPS INT/7 DME MEA 3100 VICE 3000.

FDC 0/1420 FI/T /JEF/ JEFFERSON CITY MEMORIAL JEFFERSON CITY MO. LOC RWY 30 AMDT 1. MISSED APPROACH; CLIMB TO 1200 FEET THEN CLIMBING LEFT TURN TO 4000 FEET VIA JEF R-180 TO PAMBY INT AND HOLD OR WHEN DIRECTED BY ATC CLIMB TO 1200 FEET THEN CLIMBING RIGHT TURN TO 4000 FEET VIA JEF R-036 TO GUTHS INT AND HOLD NORTHEAST RIGHT TURNS 216 INBOUND.

FDC 0/1621 FI/T /TBN/ FORNEY AAF FT LEONARD WOOD MO. LOC RWY 14 AMDT 2 NDB RWY 32 AMDT 1 VOR RWY 14 AMDT 1 VOR RWY 32 AMDT 1. WHEN CONTROL ZONE NOT IN EFFECT ACTIVATE MALS RWY 14 - 126.2.

NEBRASKA

FDC 0/920 FI/T /GRI/ HALL COUNTY REGIONAL GRAND ISLAND NE. LOC/DME BC RWY 17 AMDT 3. TERMINAL ROUTE ELTON INT/GRI 10 DME TO MERIK INT/GRI 3 DME ALT 3000 FT. MIN ALT AT MERICK INT/GRI 3 DME 3000 FT.

NORTH DAKOTA

FDC 0/523 FI/T /D04/ BOWMAN MUNI BOWMAN ND. NDB RWY 11 AMDT 1 AND NDB RWY 29 AMDT 1 NA.

FDC 0/524 FI/T /D53/ HETTINGER MUNI HETTINGER ND. NDB RWY 30 ORIG NA.

FDC 0/1953 FI/P /PMB/ PEMBINA MUNI, PEMBINA, ND. VOR RWY 33 ORIGINAL TERMINAL ROUTE COURSE AND DISTANCE FROM R-174 VORTAC CCW /IAF/ TO PMB VORTAC /NOPT/ 10 DME ARC AND 303/10 /PMB R-123. PROCEDURE TURN EAST SIDE OF CRS 123 OUTBOUND 2600 WITHIN 10 MILE OF PMB VORTAC. FINAL APPROACH COURSE 303. MISSED APPROACH HOLD SOUTHEAST RIGHT 303 INBOUND. THIS IS AMDT 1.

SOUTH DAKOTA

FDC 0/1337 FI/T /PIR/ PIERRE MUNI PIERRE SD. ILS RWY 31 AMDT 4 SI DH 1938 FT/HAT 220 FT ALL CATS.

FDC 0/2037 FI/T /RAP/ RAPID CITY REGIONAL, RAPID CITY, SD. LOC/DME BC RWY 14 AMDT 8 NA. **#FDC** 0/2122 **FI/T MINIMUM ENROUTE ALTITUDES** OF FOLLOWING SEGMENTS ARE INCREASED AS INDICATED FROM 0400-1200Z: V26 RULER INT TO RAP VORTAC 13000;V86 PACTO INT TO RAP VORTAC 13000; V86S ZAMBI INT TO RAP VORTAC 9300; V169 VAXER INT TO CURSE INT 6900.

NORTHWEST

IDAHO

#FDC 0/2135 **FI/P /COE/ COEUR DALENE AIR TERMINAL COEUR DALENE IDAHO.** ILS RWY 5 ORIGINAL MINIMUM ALTITUDE FROM GEG R-046/19.1 TO CO LOM 5000 FT LOCALIZER ONLY 4000 FT.

#FDC 2140 FI/P /COE COEUR DALENE AIR TERMINAL COEUR DALENE ID. ILS RWY 5 ORIG. CORRECT US GOVT INSTRUMENT APPROACH PROCEUDRES VOL-1 NW PAGE XIX IFR ALTERNATE MINIMUMS BY ADDING: ALTN MINS NA FOR LOC RWY 5 WHEN LOCAL ALTIMETER ON UNICOM 122.8 NOT AVAILABE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

MONTANA

FDC 0/853 FI/T /BZN/ GALLATIN FIELD BOZEMAN MT. DEPARTURE PROC. CLIMB WESTBOUND ON R-284 BZN VOR WITHIN 15 NM TO CROSS BZN VOR AT OR ABOVE NORTHWEST BOUND V2S 4900. SOUTHBOUND V343 7200. SOUTHEAST BOUND V2S/86 8100.

FDC 0/1363 FI/T /FCA/ GLACIER PARK INTERNATIONAL KALISPELL MT. IFR DEPARTURE PROCEDURE; RWYS 1/19/25/29 TURN LEFT. RWYS 7/11 TURN RIGHT. CLIMB DIRECT FCA VOR. CONTINUE CLIMB TO 6200 ON R-146 FCA VOR THEN CLIMBING RIGHT TURN DIRECT FCA VOR TO CROSS FCA VOR AT OR ABOVE; SE-BOUND V-448 7000; SW-BOUND V-536 7000; E-BOUND V-536 8300.

FDC 0/1425 FI/T/BIL/BILLINGS LOGAN INTL. BILLINGS MT. ILS RWY 9 AMDT 22 LOC BC RWY 27 AMDT 4 NDB RWY 9 AMDT 17 VOR RWY 9 AMDT 16 VOR/DME RWY 27 AMDT 11 REDESIGNATED ILS RWY 9L AMDT 16 VOR/DME RWY 27R AMDT 11. RADAR-1 AMDT 4 ASR RWY 27 REDESIGNATED ASR RWY 27R ASR RWY 9 REDESIGNATED ASR RWY 9L. IFR TAKEOFF MINIMUMS...FAR 135 AUTHORIZATION RWY 9L RVR 2400. IFR DEPARTURE PROCEDURE...RWY 9L CLIMB RWY HEADING TO 4300 FEET BEFORE TURNING.

#FDC 0/2165 FI/T /BIL/ BILLINGS LOGAN INTL, BILLINGS, MT. LOC BC RWY 27, AMDT 4, S-27 AND CIRCLING VISIBILITY MINIMUMS INCREASED TO 2.5 NM ALL CATS.

OREGON

FDC 0/103 FI/T CVO/CORVALLIS **MUNI.** CORVALLIS OR. VOR-A AMDT 4 VOR-B AMDT 2 VOR/DME RWY 17 AMDT 2 VOR/DME RWY 35 AMDT 5. CHANGE PROCEDURAL DATA NOTE TO; USE EUGENE OREGON ALTIMETER SETTING.

FDC 0/1001 FI/T /BKE/ BAKER MUNICIPAL BAKER OR. VOR-A AMDT 1 AND VOR/DME RWY 12 AMDT 8 **NA** 0500-1300Z. BKE V45 BOI NA 0500-1300Z. CABAN INTERSECTION V298 IBEAM INTERSECTION EASTBOUND MEA INCREASED TO 12000 FT. 0500-1300Z.

FDC 0/1156 FI/T /S07/ BEND MUNI OR. VOR/DME RWY 16 AMDT 5 NA AND IFR DEPARTURE PROCEDURES NA.

FDC 0/1284 FI/T /LMT/ KINGSLEY FIELD KLAMATH FALLS OR. ILS RWY 32 AMDT 16 LOC/DME RWY 32 AMDT 3 VOR/DME RWY 14 /TAC/ ORIG AND VOR/DME RWY 32 /TAC/ ORIG. CAT A AND B CIRCLING MDA 4980 /HAA 888/ VSBY 1 1/4 CAT C CIRCLING MDA 4980 /HAA 888/ VSBY 2 3/4.

FDC 0/1562 FI/T /BNO/ BURNS MUNI BURNS OR. VOR RWY 29 ORIG AND NDB RWY 29 ORIG REDESIGNATED VOR RWY 30 ORIG AND NDB RWY 30 ORIG. NDB RWY 30 ORIG PROC NA.

FDC 0/1652 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. VOR RWY 7L AMDT 13 AND ILS RWY 25R AMDT 20 REDESIGNATED VOR RWY 7 AMDT 13 AND ILS RWY 25 AMDT 20.

FDC 0/1783 FI/P /RDM/ VORTAC, REDMOND, OR. MINIMUM ENROUTE ALTITUDES ARE INCREASED AS FOLLOWS: V-121 FROM RDM TO KIMBERLY, OR VORTAC /IMB/, 13,000; V-269 FROM WILDHORSE, OR VORTAC /ILR/ TO RDM, 12,000; V-165 FROM LAKEVIEW, OR VORTAC /LKV/ TO RDM, 11,000: V-25 FROM OCTAD TO RDM, 12,000 N AND S BOUND: V-121 FROM IVDAS TO RDM, 14,000: V121N/V-536 FROM MANTE TO RDM, 12,000: V-165 FROM RDM TO ELKES, 13,000; V-25 FROM RDM TO GASHE, 10,000. THE FOLLOWING AIRWAY SEGMENT IS NOT AUTHORIZED: V-536 FROM RDM TO RENCE. ROMES INT IS CANCELLED. RENCE INT IS REDESCRIBED IMB R-298/27 AND PDT R-210/67.

FDC 0/1935 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. VOR-A, AMDT 3, AND VOR/DME RWY 22 AMDT 1 NOT AUTHORIZED.

FDC 0/1942 FI/T /4S5/ MC MINNVILLE MUNI MC MINNVILLE, OR. VOR/DME-A AMDT 2 NA.

FDC 0/2016 FI/T /RDM/ ROBERTS FIELD REDMOND OREGON DEPARTURE PROCEDURE. CLIMB VISUALLY OVER THE AIRPORT TO 3500 THEN CLIMB DIRECT RD LOM. CLIMB IN RD LOM HOLDING PATTERN NORTHEAST LEFT TURN 220 INBOUND TO CROSS RD LOM AT OR ABOVE MEA FOR ROUTE OF FLIGHT.

TAKEOFF MINIMUMS 500-1. ILS RWY 22, ORIGINAL, ADF REQUIRED. MISSED APPROACH CLIMB TO 3500 THEN CLIMBING RIGHT TURN TO 6500 DIRECT RD LOM AND HOLD NORTHEAST LEFT TURNS 220 INBOUND.

#FDC 0/2162 FI/T NEWPORT OR. V-27 ONP TO AST MEA RAISED TO 7500. CHANGE OVER POINT MOVED TO 55 NM FROM ONP VICE 65 NM. V-27E NOT AUTHORIZED. V-287 W ONP TO UBG ESTABLISHED CHANGE OVER POINT AT 29 NM FROM ONP.

#FDC 0/2170 FI/P /TTD/ PROTLAND-TROUTDALE, OR. NDB-A AMDT 6 CORRECT US GOVT CHART/AL-649/ BY CHANGING LA LOM FREQUENCY TO 332 KHZ NO VOICE.

WASHINGTON

FDC 0/1071 FI/T /S42/ APEX AIRPARK/ SILVERDALE/ WA. VOR-A ORIG NOT AUTHORIZED.

FDC 0/1121 FI/T /TIW/ TACOMA INDUSTRIAL TACOMA WA. ILS RWY 17 AMDT 3 SI DH 542 VIS 3/4 MI HAT 250 ALL CATS. S-LOC VIS 3/4 MI CAT A AND B.

FDC 0/1283 FI/T /PSC/ TRI-CITIES PASCO WA. ILS RWY 21R AMDT 8 SI DH 649 VIS 3/4 HAT 250 ALL CATS.

FDC 0/1460 FI/T /BLI/ BELLINGHAM INTERNATIONAL BELLINGHAM WA. VOR RWY 16 AMDT 5 PROC NA.

FDC 0/1543 FI/T /NOW/ PORT ANGELES CGAS, PORT ANGELES, WASHINGTON. IFR DEPARTURE PROCEDURE CHANGED AS FOLLOWS; RWY 7 CLIMBING LEFT TURN. RWY 25 CLIMB STRAIGHT AHEAD. DIRECT TO ELWHA LOM. CONTINUE CLIMB IN HOLDING PATTERN/ WEST. LEFT TURNS 083 INBOUND/ TO MEA FOR DIRECTION OF FLIGHT.

FDC 0/1569 FI/T /CLM/ WILLIAM R. FAIRCHILD INTL PORT ANGELES, WA. ILS-1 RWY 8 ORIG AND ILS-2 RWY 8 ORIG. ALTN MINIMUMS NA.

FDC 0/1653 FI/T /YKM/ YAKIMA AIR TERMINAL YAKIMA WA. ILS RWY 27 AMDT 23 SI DH 1315 VIS 4000 RVR 250 HAT ALL CATS.

FDC 0/1689 FI/T /OMK/ OMAK, OMAK. WA. NDB/A AMDT 1 NA.

FDC 0/1833 FI/T /PWT/ KITSAP COUNTY BREMERTON, WA. NDB RWY 1 AMDT 10 TERMINAL ROUTES LOFAL TO PWT NDB 3400 FEET SEA VORTAC TO PWT NDB 3400 FEET CARRO TO PWT NDB 3400 FEET. MISSED APPROACH ALT CLIMB TO 3400 FEET. ILS RWY 19 AMDT 7 TERMINAL ROUTES SEA VORTAC TO CHECO INT/OUTER MARKER 3400 FEET CARRO TO CAN NDB 3400 FEET CAN NDB TO CHECO INT/OUTER MARKER 3400 FEET. MAINTAIN 3400 FEET UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN LOC BC RWY 1 AMDT 2. TERMINAL ROUTE LOFAL TO CAN NDB 3400 FEET. RNAV RWY 1 AMDT 4 GLIDE SLOPE COMPUTER SETTING 2.85 DEGREES. INITIAL ROUTE ARGOT WPT TO SPEND WPT 8.4 NM.

FDC 0/1856 FI/T /PWT/ KITSAP COUNTY, BREMERTON, WA. LOC BC RWY 1, AMDT 2, NOT AUTHORIZED.

FDC 0/1971 THE UNITED STATES GEOLOGICAL SURVEY AND THE UNITED STATES FOREST SERVICE CONDUCT EXTENSIVE FIXED WING AND HELICOPTER FLIGHT WITHIN A 12 MILE RADIUS OF MOUNT ST. HELENS WASHINGTON. THE MAJORITY OF THESE OPERATIONS ARE BELOW 3000 FEET AGL THEREFORE VFR FLIGHT IN THIS AREA BY OTHERS IS DISCOURAGED. IN ANTICIPATION OF HIGH DEGREE OF INTEREST BY PILOTS IN VIEWING THE VOLCANO THE FOLLOWING VFR FLIGHT PATTERN HAS BEEN DEVELOPED AND IS STRONGLY RECOMMENDED AS AN ENHANCEMENT TO SAFETY OF FLIGHT.

A. BELOW 3000 FEET AGL VFR FLIGHT STRONGLY NOT RECOMMENDED.

B. ABOVE 3000 FEET AGL FLY COUNTERCLOCKWISE NO CLOSER THAN 3 MILES TO THE VOLCANO SUMMIT.

VFR RULES OF SEE AND BE SEEN WILL PREVAIL. APPROVAL TO LAND CAN ONLY BE OBTAINED THROUGH APPROPRIATE FEDERAL OR STATE AUTHORITY. ANY SIGNIFICANT INFORMATION WILL BE BROADCAST ON THE TRANSCRIBED WEATHER BROADCASTS BY THE SEATTLE, PORTLAND AND WALLA WALLA FLIGHT SERVICE STATIONS AND AVAILABLE ON THE PORTLAND AND SEATTLE AUTOMATIC TERMINAL INFORMATION SERVICE. PERMANENT INFORMATION WILL BE PUBLISHED IN THE JANUARY 1981 GRAPHIC AND SUPPLEMENTAL NOTICES SECTION OF THE AIRMANS INFORMATION MANUAL.

#FDC 0/2136 FI/T /SFF/ FELTS FIELD SPOKANE WA. IFR DEPARTURE PROCEDURE CHANGE ALL REFERENCE OF PTF NDB TO READ LEENY LOM.

#FDC 0/2196 FI/T /PWT/ KITSAP COUNTY BREMERTON WA. RNAV RWY 1 AMDT 4 NOT AUTHORIZED.

FDC **9/1659 FI/T (TIW) TACOMA INDUSTRIAL TACOMA WA.** ILS RWY 17 AMDT 3 REVISE TERMINAL ROUTE CARRO INT TO SCENN OM/INT VIA HDG 075 DEG/2.5 NM AND 044 DEG/8.6 NM (SEA R-224) ALT 2000 FT.

ALASKA

FDC 0/21 FI/T /PTH/ **PORT HEIDEN FORT HEIDEN AK.** NDB RWY 5 AMDT 1 NDB 13 AMDT 1 PROC NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RWY LGTS.

FDC 0/541 FI/T /UMT/ **UMIAT UMIAT AK.** NDB-B AMDT 2 PROC NA.

FDC 0/792 FI/T /KSM/ **ST MARYS ANDREAFSKY/ST MARYS AK.** NDB RWY 16 ORIG SI VIS CATS A/B 1

MILE CAT C 1 3/4 MILES. NDB/DME RWY 16 ORIG SI VIS CATS A/B 1 MILE CAT C 1 1/2 MILES CAT C 1 3/4 MILES. ILS/DME RWY 16 ORIG SI ILS VIS CATS A/B/C 3/4 MILE SI LOC VIS CATS A/B/C 1 MILE.

FDC 0/981 FI/T/SDP/SAND POINT SAND POINT AK. NDB/DME-A ORIG. TERMINAL ROUTES HBT 327 BRG/20 DME/IAF/TO HBT 327 BRG/16 DME/NOPT/ALT 4000 FT AND HBT 327 BRG/15 DME TO HBT 327 BRG/9 DME ALT 2600 FT NA.

FDC 0/1007 FI/T GREEN 10 HUMBOLT ALASKA NDB TO GREEN 8 NOT AUTHORIZED.

FDC 0/**1468** FI/T **/OME/ NOME NOME AK.** ILS RWY 27 ORIG ALTERNATE MISSED APPROACH CLIMB STRAIGHT AHEAD TO 500 FT. THEN CLIMBING LEFT TURN TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND. LOC/DME BC RWY 9 AMDT 1 ALTERNATE MISSED APPROACH CLIMB TO 2500 FT. DIRECT TO FDV NDB AND HOLD EAST LEFT TURNS 268 INBOUND.

FDC 0/1692 FI/T /BRW/ WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. NDB RWY 6 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 29/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. NDB RWY 24 AMDT 3 PROCEDURAL DATA/NOTE CHANGED TO: DME IS COLLOCATED WITH I-BRW LOCALIZER 109.1 /CHANNEL 28/ LOCATED 380 FEET EAST THRESHOLD RWY 24. CHARTED DME FIXES WILL CONTINUE TO BE USED. DISTANCE FAF TO THRESHOLD 2.1 MILES.

FDC 0/1926 FI/P ANCHORAGE ALASKA. 1) V440 ANCHORAGE VOR/DME TO MDO VOR/DME CHANGEOVER POINT ANC R105/60 NM MDO R288/95 NM. 2) NOWEL DME INT MDO R288/94 DME. 3) PUNTI VHF INT MRA 13000.

FDC 0/1955 FI/P /SNP/ ST PAUL ISLAND ST. PAUL ISLAND, AK. NDB-3 RWY 36 ORIG CHANGE PROCEDURAL DATA/NOTE TO: ACTIVATE MALSR RWY 36 VASI AND REIL RWYS 18 AND 36 - 122.3. THIS IS AMDT 1.

FDC 0/2065 FI/T /ANC/ ANCHORAGE INTERNATIONAL ANCHORAGE AK. ILS RWY 6R AMDT 5 AMDT 5 NDB RWY 6R AMDT 4 LOC RWY 6L AMDT 4 VOR RWY 6R /TAC/ AMDT 10 RADAR-1 AMDT 7 CIRCLING HAA CATS A/B 536 CATS C/D 656. HI-VOR/DME OR TACAN RWY 6R ORIG CIRCLING HAA CATS C/D/E 656.

HAWAII

FDC 0/1106 FI/T /KOA/ KE-AHOLE KAILUA--KONA HI. LOC RWY 17 ORIG VECKI INT/DME I-KOA 11.5. TERMINAL ROUTE KEANY INT TO VECKI INT ALT 3000 FT. VOR/DME RWY 17 (TAC) ORIG TERMINAL ROUTE KEANY INT TO KAYAK/DME FIX ALT 3000 FT.

FDC 0/1793 FI/P /OGG/ KAHULUI, KAHULUI, HI. VOR RWY 20 AMDT 7, VOR/DME OR TACAN-A AMDT 1, LOC/DME/BC/RWY 20 AMDT 5, VOR RWY 2/TAC/AMDT 4, VOR/DME OR TACAN RWY 20 AMDT 2, ILS RWY 2 AMDT 15, NDB RWY 20 AMDT 4 DELETE ASR FROM NOTES. THIS IS VOR RWY 20 AMDT 8, VOR/DME OR TACAN-A AMDT 2, LOC/DME/BC RWY 20 AMDT 6, VOR RWY 2/TAC/AMDT 5, VOR/DME OR TACAN RWY 20 AMDT 3, ILS RWY 2 AMDT 16 AND NDB RWY 20 AMDT 5.

PUERTO RICO

FDC 0/1684 FI/T /SJU/ PUERTO RICO INTERNATIONAL SAN JUAN PUERTO RICO. ILS BC RWY 25 AMDT 6 NA.

GENERAL

FDC 0/378 BR1L GBN NDB TO LASSI INT BH REVISED AS FOLLOWS: GBN NDB TO DEERS INT BH VIA GBN 125 MAG BRG 11NM MEA 16000FT. DEERS INT BH TO BARTS INT BH VIA GBN 125 MAG BRG 44NM MEA 2000FT. BARTS INT BH TO CHERO INT BH VIA GBN 125 MAG BRG 31NM MEA 2000FT. CHERO INT BH TO MAMEL INT BH VIA GBN NDB 126 MAG BRG 30NM MEA 2000FT. MAMEL INT BH TO COSMO INT BH VIA GBN 126 MAG BRG 27NM MEA 2000FT. COSMO INT BH TO COBBL INT BH VIA GBN NDB 126 MAG BRG 58NM MEA 8000FT. COBBL TO BURGO INT BH VIA GBN NDB 126 MAG BRG 65NM MEA 14000FT. BURGO INT BH TO LASSI INT BH VIA GBN NDB 127 MAG BRG 28NM MEA FL240. FIXES DESCRIBED AS FOLLOWS: DEERS INT BH ZFP NDB 092/GBN NDB 125. BARTS INT BH GBN NDB 125/ZBB NDB 077. CHERO INT BH GBN NDB 125/ZQA NDB 028. MAMEL INT BH GBN NDB 125/ZQA NDB 059. COSMO INT BH GBN NDB 126/ZQA NDB 081/RSD 002. COBBL INT BH GBN NDB 126/244545.4N/751744.3W BURGO INT BH GBN NDB 126/240847N/ 741903W. OTHER ROUTE DISTANCE EFFECTED ARE AS FOLLOWS. BR8L-20L HIROC INT BH TO DEERS INT BH 7NM BR8L DEERS INT BH TO ZMH NDB 60NM AR3 ZQA NDB TO GORDA INT BH 43NM AR3 GORDA INT BH TO BARTS INT BH 20NM AR3 BARTS INT BH TO ABACO INT BH 54NM A15 ZQA NDB TO CHERO INT BH 52NM A15 CHERO INT BH TO ELBOW INT BH 39NM B26 ZQA NDB TO MAMEL INT BH 57NM B26 MAMEL INT BH TO INT OF BR3L, 24NM BR5L ZQA NDB TO COSMO INT BH 72NM BR6L RSD NDB TO COSMO INT BH VIA RSD 002 MAG BRG 25NM. ALL MAAS ARE FL450. CHART ALL ROUTES ON HIGH ACTIVITY CHART EXCEPT BR8L ZFP NDB TO ZMH NDB. BR7L ZFP NDB TO HIROC INT BH, BR20L ZFP NDB TO DEERS INT BH, BR3L ZBB NDB TO B26, BR5L ZQA NDB TO COSMO INT BH, BR6L RSD NDB TO COSMO.

FDC 0/616 DUE TO ANTICIPATED HEAVY AIR TRAFFIC TO OR FROM CUBA AND TO ENSURE A SAFE AND EFFICIENT FLOW OF AIR TRAFFIC THE FOLLOWING PROCEDURES APPLY TO THE OPERATION OF U.S. REGISTERED CIVIL AIRCRFT. VIOLATIONS OF FAR REQUIREMENTS OR PROCEDURES REFERRED TO IN THIS NOTAM SUBJECT THE VIOLATOR TO LOSS OF CERTIFICATES AND/OR

SEIZURE OF THE AIRCRAFT INVOLVED. IN ADDITION TO THE REQUIREMENTS OF FAR 91.101 EFFECTIVE UNTIL FURTHER NOTICE:

1. THE BUREAU OF CUSTOMS HAS ESTABLISHED THE FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF DEPARTURE AND ARRIVAL FOR FLIGHTS TO OR FROM CUBA UNLESS PERMISSION IS GIVEN FOR USE OF OTHER AIRPORTS.

2. IMMIGRATION AND NATURALIZATION SERVICE HAS ESTABLISHED FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FT. LAUDERDALE FLORIDA AS THE ONLY AIRPORT OF ARRIVAL OF ALL FLIGHTS FROM CUBA UNLESS PRIOR PERMISSION TO LAND ELSEWHERE IS OBTAINED.

3. ALL COMMUNICATIONS AND FILING OF FLIGHT PLANS AS REQUIRED BY FAR 91.101 WILL ONLY BE ACCEPTED BY THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION.

4. REGARDLESS OF INTERMEDIATE STOPS THE MIAMI INTERNATIONAL FLIGHT SERVICE STATION WILL ONLY ACCEPT DVFR OR IFR FLIGHT PLANS TO OR FROM CUBA FROM PERSONS WHO HAVE RECEIVED CLEARANCE FROM THE BUREAU OF CUSTOMS AS REQUIRED BY THEIR REGULATIONS. IN ADDITION FLIGHT PLANS FROM CUBA FOR AIRCRAFT WITH ALIEN PASSENGERS WILL ONLY BE ACCEPTED AFTER ACKNOWLEDGMENT THAT A MANIFEST WILL BE PRESENTED TO THE IMMIGRATION AND NATURALIZATION SERVICE FOR EACH ALIEN PASSENGER ON BOARD AS REQUIRED BY THEIR REGULATIONS.

5. UNDER 15 CFR 371.19 A VALIDATED LICENSE IS NECESSARY FOR ALL CIVIL AIRCRAFT OF U.S. REGISTRY OTHER THAN AIRCRAFT OPERATING UNDER AIR CARRIER OPERATING CERTIFICATE COMMERCIAL OPERATING CERTIFICATE OR AIR TAXI OPERATING CERTIFICATE DEPARTING THE UNITED STATES FOR CUBA. IN ACCORDANCE WITH EMERGENCY BUREAU OF CUSTOMS PROCEDURES ADOPTED THIS DATE THIS LICENSE WHICH IS OBTAINED FROM THE U.S. DEPARTMENT OF COMMERCE MUST BE PRESENTED TO BUREAU OF CUSTOMS OFFICIALS AT FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT. THIS PROCEDURE MUST BE ACCOMPLISHED PRIOR TO THE FILING OF A DVFR OR IFR FLIGHT PLAN AS REQUIRED BY 14 CFR 91.101.

FDC 0/1445 IR-344 IS REALIGNED BETWEEN POINTS G AND H DUE TO TEMPORARY FLIGHT RESTRICTION IN EFFECT AT MOUNT ST. HELENS WA. POINT G OLM VORTAC 113/42 LAT 46-28-30N LONG 122-11-30W TO NEW POINT Q DLS VORTAC 300/50 LAT 46-21-30N LONG 122-51-00W ALTITUDE 05 AGL B 70 MSL TO POINT H DLS VORTAC 267/22 LAT 45-49-30N LONG 121-35-30W. SEATTLE FSS WILL SERVE AS FLIGHT WATCH STATION.

FDC 0/1930 OMEGA STATION TRINIDAD TEMPORARY OMEGA STATION G TRINIDAD WILL TERMINATE OPERATIONS AT 312400Z DECEMBER 1980. THE G SEGMENT WILL BE REPLACED BY OMEGA STATION AUSTRALIA IN MID 1981.

#FDC 0/2168 OMEGA IN 1981 THE OMEGA EPOCH WILL CONTINUE TO LEAD UNIVERSAL TIME BY 9 SECONDS.

CONEXPO '81

Houston, Texas

Due to the large volume of air traffic anticipated for the Construction Manufacturers Association Exposition (CONEXPO '81) in Houston, Texas, the following information is provided for pilots planning to operate in the Houston area during the period January 22, 1981, through February 2, 1981.

GENERAL

Extensive air traffic delays and airport congestion are expected during early morning and afternoon hours each day of the January 22–February 2, 1981, period.

FLIGHT PLANS

Pilots should file IFR flight plans specifying date and proposed departure time with Houston FSS at least 48 hours in advance of the proposed departure time. Pilots who wish to file a "Fast-File" proposed departure IFR flight plan should call (713) 644–8676. Pilots who desire a weather briefing should call (713) 644–8361.

Aircraft departing uncontrolled airports within the Houston Center area must obtain ATC clearance prior to departure. Air-filed IFR flight plans within 200 miles of the Houston Terminal Area will be accepted in emergencies only.

DEPARTURES

Departure delays in excess of three hours are anticipated between the hours of 2100Z/0100Z daily.

Ground delays in excess of one hour are expected for aircraft requesting IFR clearance to Houston Hobby Airport from airports within 200 miles of the Houston Terminal Area between the hours of 1200Z/1700Z daily.

ARRIVALS

Airborne delays of one hour or more are expected for Houston Hobby and Houston International arrivals.

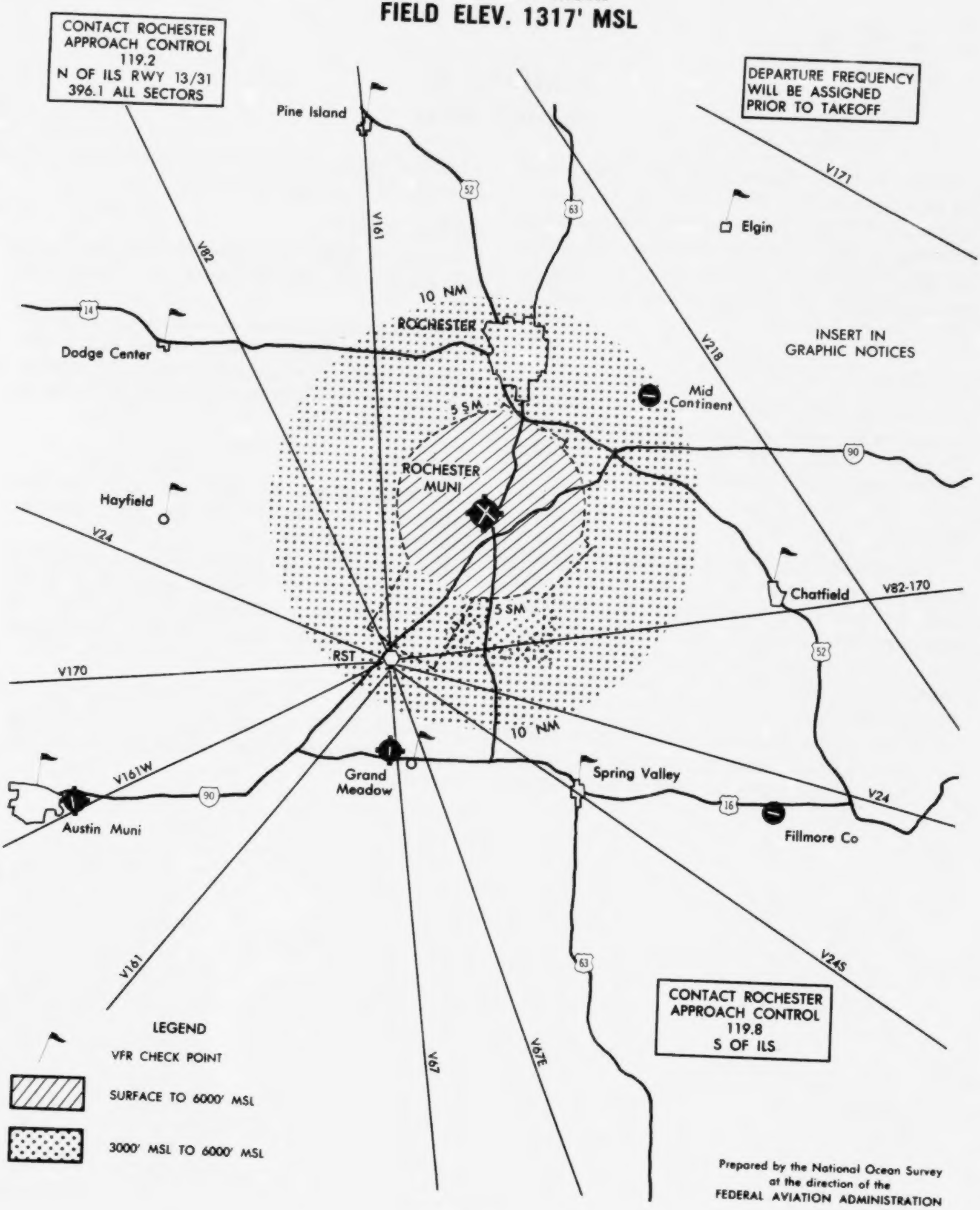
Metering to the Houston Terminal Area will be in effect. Delays will normally be absorbed in the center environment. Metering ensures that IFR arrivals are handled on a first-come first-served basis.

EN ROUTE

En route traffic may anticipate routing changes to avoid congested areas resulting from holding aircraft.

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

ROCHESTER, MINNESOTA
ROCHESTER MUNI
FIELD ELEV. 1317' MSL


Pine Island
52
63
V161
V82
V171
Elgin
10 NM
ROCHESTER
14
Dodge Center
V218
Mid Continent
5 SM
ROCHESTER MUNI
90
Hayfield
V24
Chatfield
V82-170
5 SM
RST
V170
52
10 NM
V161W
90
Grand Meadow
Spring Valley
16
V24
Austin Muni
Fillmore Co
V161
63
V24S
V67
V67E

CONTACT ROCHESTER
APPROACH CONTROL
119.2
N OF ILS RWY 13/31
396.1 ALL SECTORS

DEPARTURE FREQUENCY
WILL BE ASSIGNED
PRIOR TO TAKEOFF

INSERT IN
GRAPHIC NOTICES

CONTACT ROCHESTER
APPROACH CONTROL
119.8
S OF ILS

LEGEND

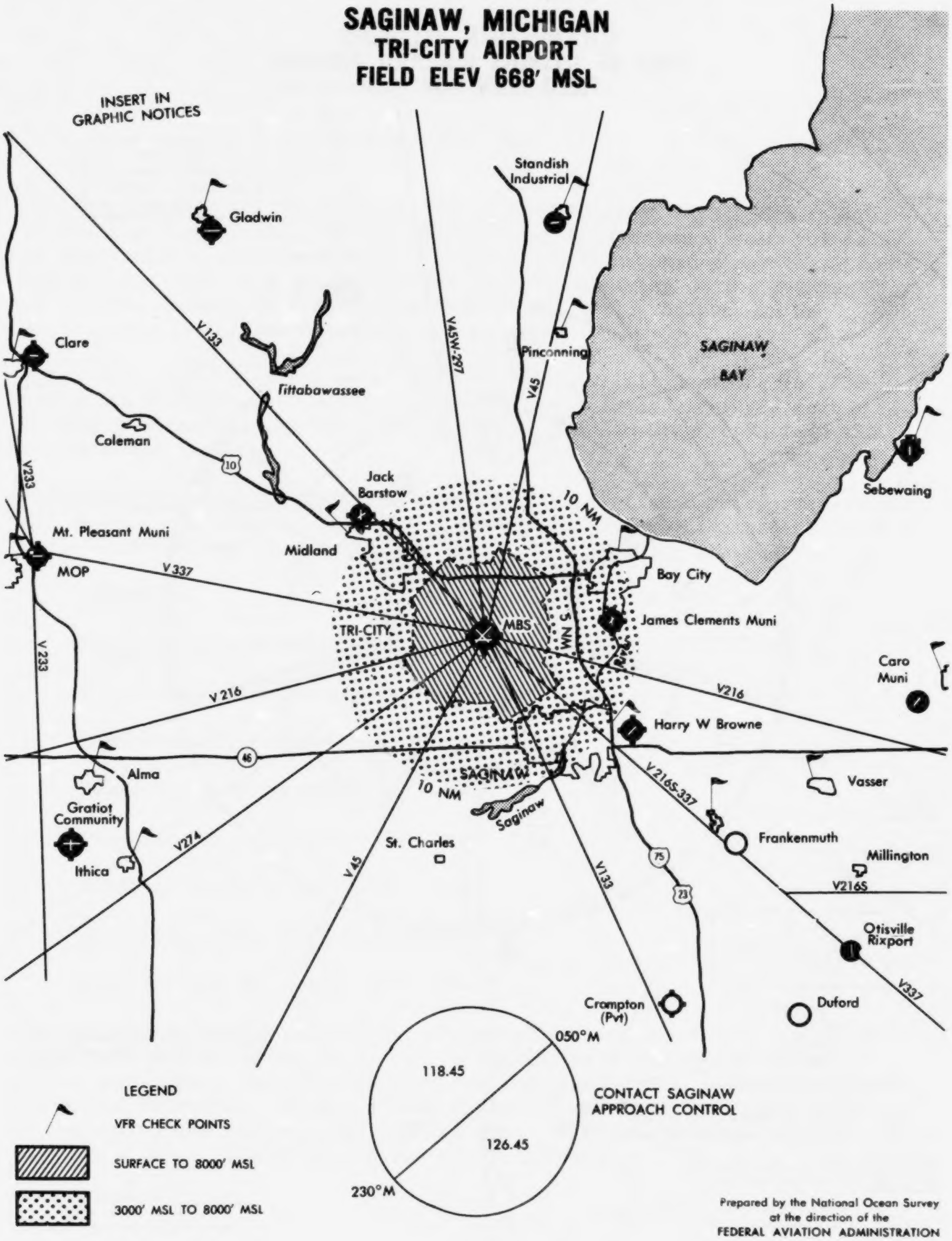
- VFR CHECK POINT
- ▨ SURFACE TO 6000' MSL
- ⠿ 3000' MSL TO 6000' MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

17 NOV 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

SAGINAW, MICHIGAN
TRI-CITY AIRPORT
FIELD ELEV 668′ MSL

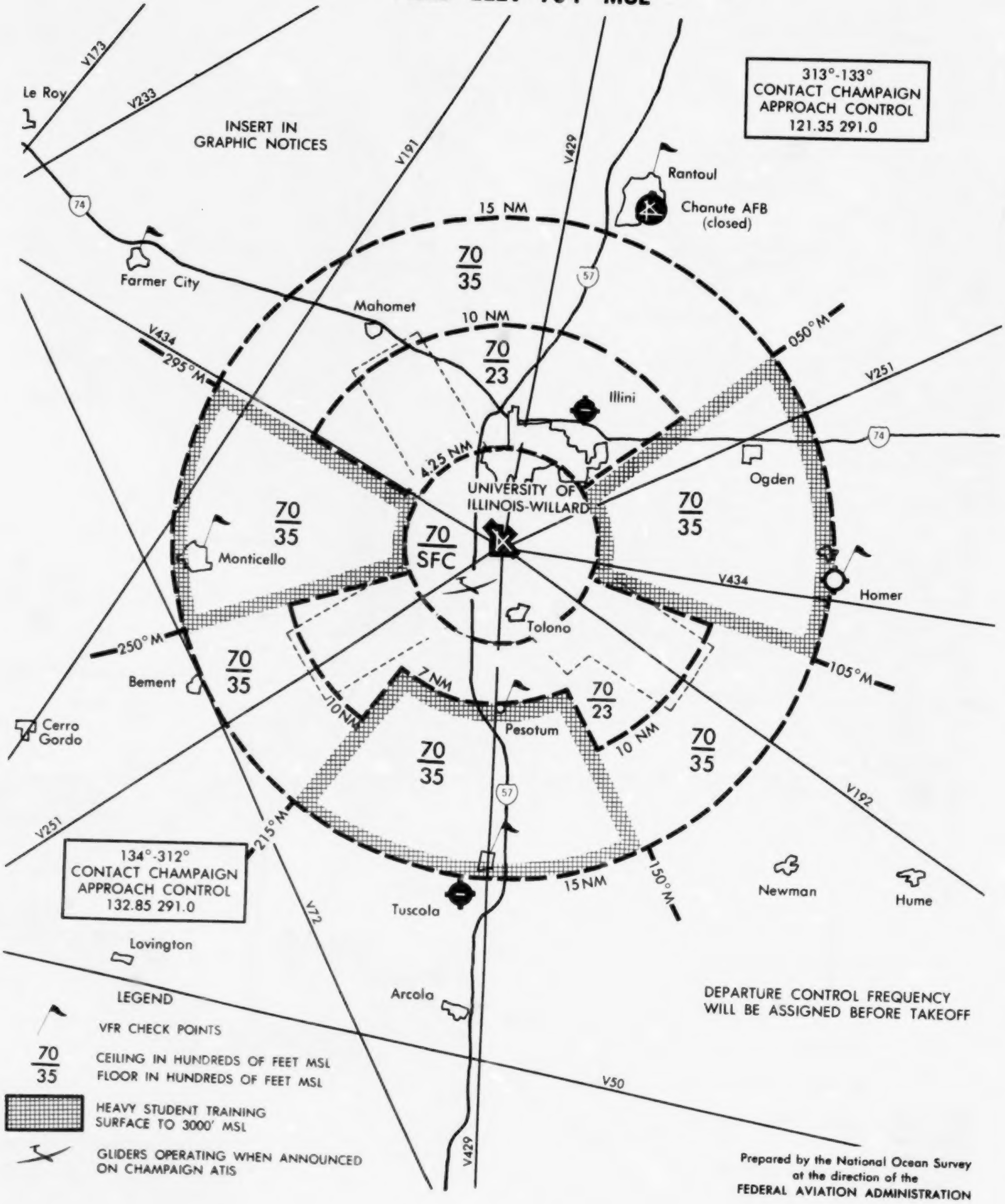

INSERT IN GRAPHIC NOTICES
Gladwin
Standish Industrial
Clare
V 133
V45W-297
V45
Pinconning
SAGINAW BAY
Tittabawassee
Coleman
10
V233
Jack Barstow
10 NM
Sebewaing
Mt. Pleasant Muni
MOP
V 337
Midland
Bay City
TRI-CITY
MBS
5 NM
James Clements Muni
V 233
V 216
V216
Caro Muni
Harry W Browne
46
Alma
SAGINAW
10 NM
V216S-337
Vasser
Gratiot Community
Saginaw
Frankenmuth
V274
St. Charles
V 45
V133
75
Millington
Ithica
23
V216S
Otisville Rixport
V337
Crampton (Pvt)
Duford
050°M
118.45
126.45
230°M
CONTACT SAGINAW APPROACH CONTROL
LEGEND
VFR CHECK POINTS
SURFACE TO 8000′ MSL
3000′ MSL TO 8000′ MSL

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

26 NOV 1980

TERMINAL RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

CHAMPAIGN, ILLINOIS
UNIV OF ILLINOIS WILLARD AIRPORT
FIELD ELEV 754' MSL


V173
Le Roy
V233
INSERT IN
GRAPHIC NOTICES
V191
V429
74
Farmer City
Rantoul
Chanute AFB
(closed)
15 NM
70
35
57
Mahomet
10 NM
70
23
V434
295°M
050°M
Illini
V251
74
4.25 NM
UNIVERSITY OF
ILLINOIS-WILLARD
Ogden
70
35
70
35
Monticello
70
SFC
V434
Homer
Tolono
250°M
Bement
70
35
7 NM
70
23
105°M
Cerro
Gordo
10 NM
Pesotum
10 NM
70
35
70
35
57
V192
V251
215°M
150°M
15 NM
V72
Tuscola
Newman
Hume
Lovington
Arcola
LEGEND
VFR CHECK POINTS
70
35
CEILING IN HUNDREDS OF FEET MSL
FLOOR IN HUNDREDS OF FEET MSL
HEAVY STUDENT TRAINING
SURFACE TO 3000' MSL
GLIDERS OPERATING WHEN ANNOUNCED
ON CHAMPAIGN ATIS
V50
V429

313°-133°
CONTACT CHAMPAIGN
APPROACH CONTROL
121.35 291.0

134°-312°
CONTACT CHAMPAIGN
APPROACH CONTROL
132.85 291.0

DEPARTURE CONTROL FREQUENCY
WILL BE ASSIGNED BEFORE TAKEOFF

Prepared by the National Ocean Survey
at the direction of the
FEDERAL AVIATION ADMINISTRATION

17 NOV 1980

NOTICE TO AIRMEN

SUPERBOWL - JANUARY 25, 1981

NEW ORLEANS, LA.

AIR TRAFFIC/AIRPORT INFORMATION, NEW ORLEANS TERMINAL AREA. Superbowl period (January 23 thru January 26, 1981) will generate a large volume of air traffic, with peak arrival traffic occurring Sunday morning, January 25, 1981, and peak departure traffic occurring on the evening of Sunday, January 25, 1981, thru January 26, 1981. Delays can be anticipated in the New Orleans Terminal area.

TCA. Due to the high volume of traffic, VFR aircraft desiring to penetrate the TCA can also anticipate significant delays; alternate routes to airports outside the TCA are suggested. See AIM Graphic Notices and Supplemental Data.

AIRPORTS AVAILABLE FOR ITINERANT AIRCRAFT. The following airports within the New Orleans terminal area are available for itinerant aircraft. Detailed information can be found in the airport/facility directory.

AIRPORTS

New Orleans Lakefront - NEW

New Orleans International - MSY**

Hammond Muni, Hammond, LA - OR9

Houma-Terrebonne, Houma, LA - HUM

Picayune Muni, Picayune, MS - PCU

Slidell, Slidell, LA - 6RO

Thibodaux, Thibodaux, LA - LA37

Stennis, Bay St. Louis, MS - 3R6

IFR ARRIVAL/DEPARTURE PROCEDURES. Since the selection of the competing teams will determine the areas from which the majority of traffic will arrive and depart, specific arrival and departure routes cannot be established at this time. Pilots should review NOTAMS prior to flight into or departing the New Orleans terminal area. However, some operational aspects will be applied regardless of the routes.

INBOUNDS.

1. Arrivals will be routed inbound via an airway and then expect radar vectors to the airport of intended landing.
2. During peak periods, arrivals can expect holding by the Houston Center at a fix outside the New Orleans Terminal Area.

OUTBOUNDS.

1. Departures can expect radar vectors to off airway routings to intercept the initial airway in the Houston Center area.
2. Departures can expect metering by holding on the ground during post game period.

VFR ARRIVAL/DEPARTURE INFORMATION. Traffic permitting, radar traffic advisory service will be available. Pilots should monitor New Orleans Terminal Information Service (ATIS) for Moisant, frequency 126.7, for specific instructions. Contact New Orleans Approach Control at least 40 miles from the New Orleans VORTAC to request VFR advisories. Unless otherwise advised, use the following frequencies:

VFR arrivals from the North through East - 120.6

VFR arrivals from the South through West - 118.1

Pilots may expect a discrete frequency assignment after establishing two-way communications with New Orleans Approach Control for radar traffic advisory service or for TCA penetration approval.

WAKE TURBULENCE ADVISORY. Wake turbulence conditions will exist in the Terminal Area due to a heavy volume of high performance large jet aircraft operating within 30 mile radius of the New Orleans VORTAC.

NEW ORLEANS FLIGHT SERVICE STATION. VFR aircraft are requested to cancel flight plans with New Orleans Flight Service when approaching the city of New Orleans. Aircraft should advise Flight Service Station on which frequency a reply is expected. Communications can be established with New Orleans Flight Service on frequencies 122.2 and 122.6 (transmit and receive).

Pilots are requested to indicate on their flight plan the airport of intended landing in the New Orleans area. New Orleans Flight Service will accept proposed flight plans for either IFR or VFR for your return trip from New Orleans which will be held in suspense until activated. Please file the flight plan as soon as practical. IFR flight plans should be filed not less than four (4) hours before proposed departure time. Air filed IFR flight plans within 200 mile radius of New Orleans will not be accepted except for emergencies during this period.

When calling New Orleans Flight Service for weather briefings, please state your aircraft identification, point of departure, destination, and if you are IFR qualified. This will expedite your briefing service.

**New Orleans International - MSY

The following Arrival and Departure restrictions will be in effect January 25 - 26:

2200 CST to 0400 CST	Departures only
0400 CST to 0600 CST	Arrivals only
0600 CST to 0800 CST	Departures only
0800 CST	Resume normal operations

These restrictions are not applicable to scheduled New Orleans air carrier operations.

ABBREVIATIONS—(Continued)

RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number
S	
S	south
S	Runway weight bearing capacity for aircraft with single-wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service
T	
T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omnidirectional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
trml	terminal
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather bcst
twr	tower
twy	taxiway
U	
UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable
V	
VASI	Visual Approach Slope Indicator
VDP	visual descent point
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility
W	
W	west
wea	weather
wkday	weekday
wkend	weekend
wpt	waypoint
WS	Weather Service
wt	weight
Z	
Z	Greenwich mean time

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